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AND IMPROVE HER  
EYESIGHT AND APPEARANCE  
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Optician,  
13, Queen's Road C.

No. 20,473

號三十七百四零萬二第

日四初月元年子甲

HONGKONG, FRIDAY, FEBRUARY 2TH, 1924. 五拜禮

號八月式年三十國民華中

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## INTIMATIONS

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### TIME-TABLE

WEEK DAYS	
7.30 a.m.	7.10 a.m.
7.30 " to 8.00 "	every 15 minutes
8.00 " to 8.30 "	10 "
8.30 "	Non Stop
8.37 "	Stopping
8.47 "	Non Stop
8.54 "	Stopping
9.04 "	Non Stop
9.11 "	Stopping
9.20 "	Non Stop
9.29 a.m. to 11.00 a.m.	every 10 minutes
11.30 " to 12.30 p.m.	15 "
12.40 "	Non Stop
12.47 "	Stopping
12.57 "	Non Stop
1.04 "	Stopping
1.13 "	Non Stop
1.20 "	Stopping
1.30 p.m. to 4.00 p.m.	every 10 minutes
4.00 " to 4.30 "	15 "
4.30 " to 5.00 "	10 "
5.00 "	Non Stop
5.07 "	Stopping
5.17 "	Non Stop
5.24 "	Stopping
5.34 "	Non Stop
5.41 "	Stopping
5.51 "	Non Stop
5.58 "	Stopping
6.10 "	Non Stop

### SUNDAYS

7.30 a.m.	7.10 a.m.
7.30 " to 8.30 "	every 15 minutes
8.30 " to 11.00 noon	15 "
11.15 " to 1.00 p.m.	15 "
1.00 p.m. to 4.30 p.m.	15 "
4.30 " to 5.00 "	10 "
5.00 "	Non Stop
5.07 "	Stopping
5.17 "	Non Stop
5.24 "	Stopping
5.34 "	Non Stop
5.41 "	Stopping
5.51 "	Non Stop
5.58 "	Stopping
6.10 "	Non Stop

### SATURDAYS

7.30 a.m.	7.10 a.m.
7.30 " to 8.30 "	every 15 minutes
8.30 " to 11.00 noon	15 "
11.15 " to 1.00 p.m.	15 "
1.00 p.m. to 4.30 p.m.	15 "
4.30 " to 5.00 "	10 "
5.00 "	Non Stop
5.07 "	Stopping
5.17 "	Non Stop
5.24 "	Stopping
5.34 "	Non Stop
5.41 "	Stopping
5.51 "	Non Stop
5.58 "	Stopping
6.10 "	Non Stop

By ARRANGEMENT AT THE COMPANY'S OFFICE  
HONGKONG, 1st June 1923.

## KOWLOON-CANTON RAILWAY.

### TIME-TABLE.

	A.M.	A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.	P.M.
Kowloon .....	6.41	8.35	9.15	10.25	12.00	1.18	4.54	5.37	7.09
Yau Ma Tei .....	6.51	8.45	9.25	10.35	12.10	1.27	4.43	5.37	7.20
Shatin .....	7.03	8.57	9.37	10.47	12.21	1.39	4.55	5.50	7.32
Tai Po .....	7.17	9.11	9.51	11.01	12.34	1.52	5.08	6.03	7.45
Tai Po Market .....	7.22	9.16	9.56	11.06	12.39	1.57	5.12	6.07	7.49
Fanling .....	7.33	9.27	10.07	11.17	12.48	2.06	5.23	6.17	7.59
Sheung Shui .....	7.38	9.32	10.12	11.22	12.53	2.10	5.27	6.21	8.03
Shum Chun .....	7.44	9.38	10.18	11.28	12.58	2.16	5.33	6.27	8.09

	A.M.	A.M.	P.M.	P.M.		A.M.	A.M.	P.M.	P.M.
Fanling .....	7.45	11.30	2.20	6.20	Shatin .....	6.30	10.15	1.05	5.00
Shatin .....	8.40	12.25	3.15	7.15	Fanling .....	7.35	11.10	2.00	5.55

Further information may be obtained at the RAILWAY OFFICES, KOWLOON, or from  
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H. P. WINSLOW, Manager.

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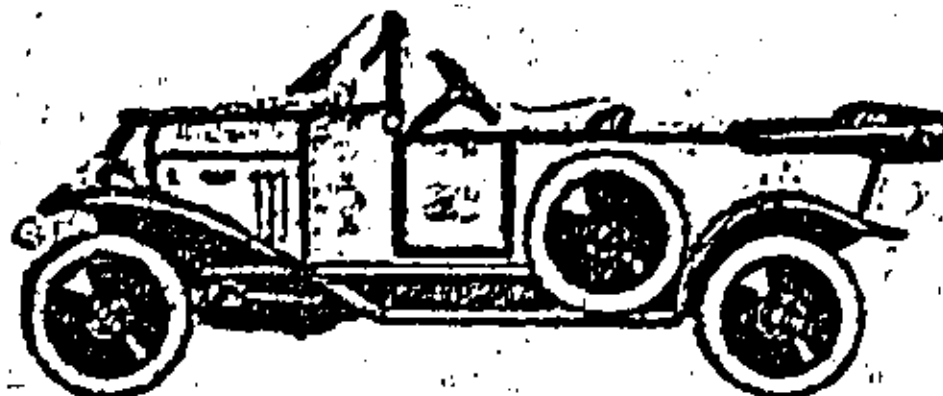
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**COMPANY MEETING.**  
**GREEN ISLAND CEMENT COMPANY.**

FOUR DIRECTORS RESIGN.

SHAREHOLDERS DEMAND A LARGER VOICE IN AFFAIRS.

There were startling developments at an extraordinary general meeting of the shareholders of the Green Island Cement Company, held yesterday morning at the offices of the General Managers of the Company (Messrs. Shewan, Tomes and Company). The meeting resulted in four out of the five Directors of the Board tendering their resignations. These were: Sir Paul Chater, C.M.G., the Hon. Mr. A. O. Lang, Mr. D. G. M. Bernard, and the Rev. Father Robert. The only member of the Board who did not resign was the Chairman of the Company (Mr. R. G. Shewan).

The meeting was called in pursuance of a requisition made by 30 of the shareholders, representing 123,078 shares out of the total of 400,000 shares. The requisitioners put forward resolutions that the capital of the Company be increased from \$2,000,000 to \$8,000,000 by the creation of 400,000 additional shares, and that the number of directors be increased from five to seven. For this latter resolution the names of Mr. C. A. da Roza and Mr. Li Tse Fong were proposed as the two additional members of the Board. The four members of the Board were opposed to the resolutions which, as Mr. Bernard described it, were tantamount to a vote of no confidence in the Board.

Mr. R. G. Shewan presided and there were also present: Sir Paul Chater, C.M.G., the Hon. Mr. A. O. Lang, Mr. D. G. M. Bernard, the Rev. Father Robert (Directors); Mr. R. F. Mattingley (of Messrs. Deacon, Harston and Shenton, the Company's solicitors), Mr. Allan Keith (Secretary) and the following shareholders: Messrs. W. Logan, J. P. de V. Soares, D. M. Goodall, J. M. Alves, J. T. Bagrum, L. Tobias, J. W. Kew, O. Kitchell, J. Barradas, Lau Mok Lim, Yip Yung Pak, Choy Sui Won, Woo Fong, F. M. da Silva, W. T. Shewan, Ho Shai Cho, J. H. Rutledge, O. el Arculli, Chan Yat Fung, Chau Tung Shang, D. W. Manton, Li Ping Shan, B. Basto, C. A. da Roza, Fred Ellis, F. M. Ellis, E. M. Raymond, W. van Eps, A. A. Alves, P. Tester, A. H. Carroll, H. H. Taylor, Tse Tsan Tai, Tsang Foc, A. Y. Apar, A. W. da Roza, W. Allan, Li Tse Fong, F. M. L. Soares, Tong Hok Ting, Tsan Foc, J. M. da Rocha, A. A. Cordeiro, I. S. Perry, M. A. Figueiredo, S. A. Lopes, A. L. Shields and Miss Pereira.

**THE REASON FOR THE MEETING.**

The Secretary, having read the notice convening the meeting, the CHAIRMAN said: This meeting has been called in response to a letter signed by 30 shareholders, representing 123,078 shares, which the Secretary will now read to you.

The letter was read and the CHAIRMAN continued:—The question of moving the factory from Hok Un has been before the Directors for some time, and the suggestion which comes from shareholders that the capital of the Company should be increased was specially discussed at a Directors' meeting held on the 10th January last, this meeting being called for that special purpose at the request of certain shareholders. The decision arrived at was, as you know, communicated to the public the same day. It was "That the Board of Directors was not yet prepared to take a position to say at present, whether more capital was required or not." The resolutions before you embody all the wishes of the shareholders who signed the letter of the 11th January, and it is now for you to say whether they shall be accepted or rejected.

**SPEECH BY MR. DA ROZA.**

Mr. C. A. da Roza said: Mr. Chairman.—Early last month a representative group of shareholders asked you to place before the Board of Directors a proposal for an increase in the Company's capital in order to provide funds for the purpose of erecting a new factory on another site which we understood, by an arrangement with the Government, was imminent. You informed us, Mr. Chairman, that the proposal had been duly submitted, and later an announcement appeared in some of the local papers giving really no decision in the matter. As far as I remember, the announcement stated that the Directors had not decided whether or not to issue new capital—the position was left in doubt, and it is for the purpose of clearing it, and of assisting the Board into a decision, that this meeting was requisitioned for.

I think we are all agreed that the present factory at Hok Un has got to be moved; we have no choice in the matter because of the development scheme of the Government, and we are really extremely fortunate that the growth in Kowloon in recent years has so increased the value of the land on which the factory now stands that we can afford, if need be, to scrap all our other fixed assets at Hok Un. Apart, therefore, from Government pressure, and viewing the proposition entirely from our own angle, it will be folly economically to resist the change further. But to avoid any possible misapprehension on the part of shareholders of a conservative frame of mind, I should like to mention some figures. I have nothing later than the balance sheet of 31st December, 1932, to refer to, but from that statement which should not be different to the present position to any great extent, the only fixed assets which will have to be scrapped are the buildings and machinery valued at \$419,000, against which there was a reserve for new plant of six lakhs of dollars, so that the sacrifice we are making has already been provided for out of past profits.

(Continued on page 4.)

**HONGKONG SHARE MARKET**  
**CLOSING QUOTATIONS.**

FEBRUARY 7th, 1934.

Hongkong and Shanghai  
Banks ..... \$1,150 a.  
Union Insurance ..... \$238 b.  
Douglas Steamships ..... \$77 b.  
Star Ferry ..... \$38 b.  
China Sugar ..... \$72 b.  
Kowloon Wharves ..... \$137 b.  
Hongkong Wharves ..... \$180 b.  
Hongkong Land ..... \$114 b.  
Ewo Cottons ..... \$124 b.  
Cementa ..... \$351 b.  
Hongkong Ropes ..... \$387 b.  
China Residents ..... \$271 b.  
Dairy Farms ..... \$25 b.  
Waterboats ..... \$172 b.  
Hongkong Electric ..... \$332 b.  
China Lights ..... \$182 b.  
Hongkong Trams ..... \$972 b.  
"Shell" Transports ..... \$478 b.  
B-buyers; s-sellers; so—values

**WEATHER REPORT.**

February 7th at 1740—Pressure has increased moderately at Shanghai, and slightly over Formosa and S.E. China; it has decreased slightly elsewhere. The depression has probably moved eastward in the Yellow Sea; another is shown to the west of Hainan.

There are indications of a recovery of pressure over the continent.  
Hongkong rainfall for the 24 hours ending at 18 hours, 7th February, 1.53 inch. Total since January 1st, 3.01 inches, against an average of 1.91 inches.

The forecast for the 24 hours ending at 18 hours, Feb. 8th is as follows:—

DISTRICT FORECAST  
Hongkong to Gap Rock E. or variable winds, moderate; cloudy, fog or mist.

Formosa Channel do.

South coast of China between Hongkong and Lamock do.

South coast of China between Hongkong and Hainan do.

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## WHITEAWAY, LAIDLAW & CO., LTD., HONGKONG.

### COMPANY MEETING.

(Continued from page 3.)

#### NEW SITE FOR FACTORY.

The new site for the factory, gentlemen, will be, I am told, at Gin Drinkers' Bay; we have no information as to its suitability but from a passing knowledge of the district it will cost a considerable sum, perhaps \$2,000,000 if not more, to develop, and lay out for the erection of an up to date factory and the provision of a sea wall, wharves, etc. On top of that, there will be heavy capital expenditure for kilns which, no doubt, will be of the rotary type. Two of these, the minimum we should commence with, will take away a large sum and there are the buildings, grinding machinery and other plant to be provided for which will account for another huge account. The scheme, gentlemen, involves anything from 5 up to 6 million dollars, staggering figures requiring some optimism to put up, but, fortunately for ourselves, not entirely dependent on the fortunes of business; justly, the million and a quarter fact of land at Hok Un, nominally valued at \$1 per square foot, should give us an opportunity to recoup this figure. Is all this heavy expenditure justifiable? A great part is unavoidable even if the new factory should be of the Hok Un type, and we are therefore only required to justify expenditure in excess of the cost of a factory of that description. Gentlemen, I don't know anything of the technicalities of cement manufacture, but, as a business proposition, the expenditure appears to me to be sound. We make a cement second to none, our cement still holds the premier position in various markets; our prices are sufficiently above competitive brands to make it an important consideration, and we are consequently risking further loss of some of our markets, if these competitive brands should ever reach the "Green Island" standard of quality.

#### NEED OF NEW MACHINERY.

Gentlemen, our comparatively higher prices have been kept up because of heavy working costs; we cannot afford to reduce them so long as the Company is handicapped by antiquated methods forced on us by old and worn out machinery. Cost of manufacture can be brought down sufficiently to enable a reduction in price qualifying Green Island cement to meet competition on the basis of quality alone. Up-to-date machinery should also increase our output very considerably without an increase in expenditure in the same ratio, and in this connection it is illuminating to know that a factory in Japan has an annual output of 4,000,000 barrels, and another in North China of over 3,000,000 barrels. I have never been told what our output is, but let me guess at a figure of something under 900,000. We are meeting competition in the Philippines, the Straits, Siam, Indo-China, Japan and North China, and there are rumours of other factories springing up in North China and in Indo-China, but the strangest thing of all is the competition locally in foreign cement, which we have fortunately not up to now felt because of the demand exceeding the supply.

Our profits, gentlemen, they have been, might have been better, were they not curtailed for want of ability to produce more, but in this respect there should be no ground for complaint in the future if we adopt a progressive policy, and proceed with the erection of the new factory energetically. With all respect to you, Mr. Chairman, the opinion is somewhat widely held that the Green Island Cement Co. has stood still watching the remarkable development around us during recent years, and this no doubt has encouraged the importation of foreign cement. And I suggest also that our business in the Colony should be centralised by giving up the works at Deep Water Bay, and carrying on the manufacture of bricks, pipes, etc., on the same site as the new cement factory if the necessary raw material can be obtained there. That is a side of our business which has apparently only brought losses, but the same business, if one may judge by the number carrying it on in the Colony, must be remunerative to others.

#### THE FINANCIAL ASPECT.

Where are we to find the minimum of five to six million dollars necessary to carry out this project? Obviously it must come from new capital, and the present time gives you the best opportunity to carry out an operation of this nature. Money has never been more plentiful in Hongkong through indifferent trade, but this condition may not survive a revival in business. You will be asked, gentlemen, to authorise new capital to the extent of \$3 million, but only in easy stages and when the Company should require funds for capital expenditure, and it strikes me as a wise policy to attach the liability to shareholders in the meanwhile. I don't know what the Company's actual cash position may be, but I am assuming there will be a round sum of 15 lakhs after payment of last year's dividend. Even that sum and the new capital will not be sufficient to meet the capital expenditure before the Company.

#### REMOVAL OF A GOVERNMENT LOAN.

Rumours have been current that the Company can finance this important change by means of a loan from the Government of Hongkong at a particularly cheap rate of interest. If so, it will be pleasant news, but more interesting it will be to know the *quid-pro-quo* required by the Government. If it should mean a sale of the land at Hok Un at an arbitrary price to be fixed by the Government, if it should mean that this Company will not receive the full benefit of an accretion in value, contrary to a principle recognised by the Government in another matter only to-day, I think, Mr. Chairman, you will find the general body of shareholders against you. We shall probably be able to do better ourselves, and we shall find ways and means to carry out a scheme of development.

On the other hand, if the loan should be under conditions we could accept, how will repayment be made so long as the Hok Un land be not realised? We cannot rely on profits to obtain cash for this purpose, without stopping dividends, and this is no doubt not contemplated. It comes to this, Mr. Chairman, that sooner or later the cash must be found, and conditions may be adverse when the situation is forced on you. For these reasons, Mr. Chairman, I think we ought to proceed immediately with the proposed increase of capital, and I have much pleasure accordingly in proposing the resolutions which the Secretary has read. (Applause.)

Mr. BRAGA: I have pleasure in seconding that.

#### MR. BERNARD'S OBJECTIONS.

Mr. D. G. M. BERNARD said: Gentlemen,—The circumstances connected with the calling of this meeting are somewhat unusual, and, with your permission, I will relate them briefly so far as my knowledge of the matter is concerned. A special meeting of Directors was called at short notice and held on January 10th, at which we were informed by the Chairman that he had been approached a day or two before by a shareholder or shareholders with a request that the capital of the Company be increased; and he said that the meeting was called to consider the proposal. As there seemed to be some excitement in the share market on the subject, the Directors authorised a statement to be made which embodied their decision. It was this:—"The Board of Directors was not yet prepared, nor in a position to say at present, whether more capital was required or not." The situation then was that it appeared that the cement works would have to be moved from Hok Un, and the General Managers were in negotiation with the Government for a site at Gin Drinkers' Bay. We had received no indication of the terms on which this land would be granted, but it was a matter of hearsay that the Government would lend the Company some money on easy terms to establish themselves in the new site. I may say there was nothing at all definite, and it was only last week that I heard the matter was to come before the Executive Council for discussion to-day. Having in mind the fact that we had between one and two million dollars surplus cash and a fixed deposit, and there seemed to be some prospect of a loan from the Government, and also that the present site would fetch a considerable sum when sold, we were unable to see that there was any need whatever for increasing the capital. Our idea was that if and when the Gin Drinkers' Bay scheme matured, and we had a definite proposition before us, it would be time enough to consider whether or not it would be necessary to ask for more capital, or whether other and better means could be found of providing any money that might be required, and that is the position to-day.

#### NO REASONS PREVIOUSLY GIVEN FOR RESOLUTIONS.

Now, gentlemen, the day after the meeting of the Directors, a letter was prepared and signed by a number of shareholders requisitioning this meeting, but not giving any reason whatever why the resolutions were being put forward. In connection with the proposed move from Hok Un, no position has yet been considered by the Directors nor even put before them. In spite of that, you ask us not only to increase the authorised capital but to call up \$400,000 of it right away—money which, as things are at present, is not wanted and would have to join the other million or two on fixed deposit in the Bank—money, mind you, on which a dividend would have to be paid although not required for employment by the Company in its business. This, gentlemen, is a proposition that I cannot assent to as a shareholder, and it involves a responsibility that, as a Director, I decline to accept.

#### THE PROPOSED INCREASE OF DIRECTORATE.

Turning now to the third resolution, which increases the number of Directors from five to seven, this perhaps arose from the wish of certain shareholders to put two further Directors on the Board, mentioned in letters from shareholders dated January 8th and 10th. I am unable to dissociate this resolution from the first two, and I regard it as a vote of non-confidence in your present Directors following on their decision in connection with the verbal request made to our Chairman to increase the capital. It is difficult to account for it otherwise, as the Directors have numbered five for many years. Perhaps I am mistaken in this view, and if so I can only say it is unfortunate that the present question should have been selected to bring forward the resolution, and without even having submitted it or made the suggestion to the Directors beforehand. When I came to this meeting, I expected to hear some substantial reasons why these resolutions were being put forward, but I regret to say that I have heard none. The whole scheme of Gin Drinkers' Bay, as I have said, is in the air at the moment, and until a definite proposal is put forward it is impossible to consider or to discuss what our financial position is going to be.

Well, gentlemen, with these facts before you, I hope you will realise that there is no object in increasing the capital at the present juncture and that such a procedure would not be in the best interests of shareholders. As one of the Directors in whom you have invested the management of the Company, I will ask the proposer of the resolutions to withdraw them. If he does not wish to do so, I will, as a shareholder, ask him, if they are passed, to do the sporting thing of demanding a poll, as the requisitionists, though they may carry the meeting by a show of hands, may not control over half the shares in the Company. Those who signed the letter requisitioning this meeting, I believe, represented only some 125,000 shares out of a total of 400,000 shares.

#### A QUESTION.

Mr. W. T. SHEWAN: Might I ask a question?

The CHAIRMAN: Certainly.

Mr. W. T. SHEWAN: I understood the gentleman who proposed the resolution to say that any new machinery required for the Gin Drinkers' Bay scheme would be necessarily of the expensive rotary kiln type. Is he not wrong in that supposition?

The CHAIRMAN: Not necessarily. I think he said modern plant but that is, of course, a matter for the management entirely.

#### ANOTHER DIRECTOR OPPOSES THE SCHEME.

NOT NECESSARY.

The Rev. Father ROBERT said he only rose to support the speech made by Mr. Bernard. Mr. da Roza had made a clear and able speech, but it might leave a wrong impression if it made them think that the Directors did not realise the necessity to change the plant, but in fact they had had many conversations on that important subject and for more than three years had been contemplating the change. As to the cost of the removal, he thought that Mr. da Roza did not know much more than the Directors themselves. It might cost five million, three million or two million dollars. When Mr. da Roza was speaking about the obsolete machinery, they had, the Directors might reply that they had at present the machinery which had been employed in cement factories for the last 20 years and it was on these years ago that the new type of kilns had been introduced. They were among the first to take advantage of the new type in renewing old machinery, and he did not think they had lost time in taking advantage of the new invention to make cement. On the other hand, they were in the happy situation of being offered money by the shareholders. The usual way, when a Company wanted money, was to rely on the Directors to ask for it. He reminded shareholders that the Company did not pay any dividend ten years ago. In 1913 they paid 50 cents, from nothing, in 1914 they paid 80 cents, in 1915 they paid \$1, in 1921 \$2, in 1922 they paid \$2.50 and this year he did not know what they would pay, but very likely it would not be more than last year. Taking the average for the last ten years, they had an average dividend of \$1.10 and the remuneration had not been to such an extent as to justify an increase of capital. He did not think they required the extra capital asked for. (Applause.)

#### REPLIES TO THE DIRECTORS' SPEECHES.

Mr. C. A. DA ROZA said that, with all respect to the last two speakers, they had left him unconvinced. There was one explanation due to Mr. Bernard and that was with regard to the second resolution increasing the number on the Board. Of course, they entirely dissociated themselves from the view that this was a vote of censure. Apart from that he had nothing to add.

Mr. J. P. BRAGA: At the outset I would like to explain my presence at this meeting. I have been asked by a number of shareholders, personal friends of mine, to come here to address the Directors in their interests and the interests of a number of other shareholders absent from the Colony in Macao. In the first place I should dispel from your minds the idea that in any one of those proposed resolutions before you any thought occurred, in the minds of the requisitionists or in the minds of the shareholders as a whole, to cast any aspersions on the Board of Directors. (Applause.) I, for one, should be the last to associate myself with any such idea. If that had been present in their minds, when approached by them to address you, I would at once have said "No." We have confidence, we had confidence, and I hope we shall retain that confidence in the Board of Directors. (Applause.) But, gentlemen, the time has arrived when shareholders as a body in Hongkong and generally in the Far East have refused to accept the doubtful dogma of the infallibility of any Board of Directors. (Applause.) On the present occasion, a number, and a not inconsiderable number, of shareholders happen to be at variance with their own Board, but that is not to say because we hold divergent views we have no confidence in you gentlemen as a Board. But we are glad of this opportunity to express our views, if only to let the Board of Directors understand that the time has arrived when shareholders desire to have a proper voice in the destinies of their properties. (Applause.) You have been the guides and friends in the past and we hope to retain in this Board, if the resolutions happen to be carried to-day, the same associates that constitute the Board to-day. In the speech of the proposer of the resolutions the salient point he made was this question of a prospective loan from the Government. I ask you to consider that very sound advice of our immortal dramatist when he said: "Neither a borrower nor a lender be."

Gentlemen, Father Robert has said that this is probably an unusual occasion, and to my mind it is a unique occasion in the history of public companies in Hongkong—that you have nearly half the number of shareholders coming to you, instead of you going to them, hat in hand, asking them for money for the development of the Company. They are coming to offer you a round \$400,000 for the enlargement and improvement of the plant, and here we have you in the same breath telling us that that offer must be turned down. To me it is a unique experience and I should be sorry if this very large and representative meeting should turn down that offer. (Applause.) I think that in making that offer, these gentlemen, who represent now at least 125,000 shares out of 400,000, were only taking time by the forelock. They probably think, as I do, that we are, to quote the words of a leading member of a firm

of stockbrokers in London, "at the very beginning of the cement era." You will remember that the firm of Messrs. Horns recently acquired the control of the interest of the whole of the Associated Portland Cement Companies in London and that Mr. Horns told us that we were at the beginning of the cement era. I think that here in Hongkong we have evidence of that beginning.

We have in the public and the private works, in the reclamations contemplated by the Government at Kowloon City and Kennedy Town in the reclamations contemplated at Lai Chi Kok and now in prospective works at Gin Drinkers' Bay, in the programme of works for the Shing Mun River Valley water scheme, and in the big dock at Kowloon 1,200 feet long—a programme of works which will employ all the cement our present factories can produce. (Hear, hear.) I would like to see the day when the legend "Made in Hongkong" stamped on every barrel and on every bag of cement shall go as a phrase for quality and for cheapness. To-day we have competitive brands from Norway, Sweden and elsewhere like Haiphong and Shanghai. Why is it that we have these competitive brands introduced into the Colony? It is simply because our factory at Hok Un cannot produce more than the 900,000 barrels which Mr. da Roza mentioned a while ago. When Hongkong has a producing capacity large enough to defy all competition, I say we shall be safe and to do that we must have money, and money is offered you, and may be accepted with every good grace. I can picture in my mind's eye, not only as a commercial port but Hongkong like Shanghai, all the way from Wosung, along the banks of the Whangpoo, a flourishing industrial centre, with the border line of our territorial waters on the mainland flanked by such buildings and chimney stacks that will make Hongkong a big industrial as well as a commercial port of which we may all be proud. (Applause.)

#### THE RESOLUTIONS CARRIED.

The first resolution was then put to the meeting and the Chairman, on a show of hands, declared it carried. All the Directors, with the exception of the Chairman, voted against it. Among the other shareholders only three or four voted against the resolution.

The second to third resolutions were carried by a similar majority. The proposers and seconders of these resolutions were Mr. J. M. ALVES and Mr. FERNANDES, and Mr. A. A. ALVES and Mr. RAYMOND respectively.

#### FOUR DIRECTORS RESIGN.

Mr. D. G. M. BERNARD thereupon rose and said: I have listened with the greatest of interest to the speeches made by the shareholders to-day, and, having spoken myself on the subject, there is nothing further to be said. But I feel that, as a Director, my policy and my views with regard to the conduct of the business of the Company are not in accordance with the wishes of shareholders, and I now wish to give notice to our Chairman that I wish to resign my position as a Director. According to the Articles of Association, I have to give one month's notice, but I hope that he will be able to fill the vacancy at an earlier date than that.

The Hon. Mr. A. O. LANG: I desire to associate myself with the remarks of Mr. Bernard and to give one month's notice of my resignation from the Board. The Rev. Father ROBERT: I do exactly the same.

Sir PAUL CHATER: I say the same. The CHAIRMAN: I extremely regret that my fellow Directors have taken this attitude, but I trust that a month's time they will think better of it and take a different view of the matter.

The meeting then dispersed. A further extraordinary general meeting of the Company is to be held on February 26th at 11 a.m. for the purpose of confirming, if thought fit, the resolutions passed at yesterday's meeting as Special Resolutions.

#### THE "TAI LEE" PIRACY.

ALL SUSPECTS TO APPEAR ON MONDAY NEXT.

The two men—Chan Lai and Pun U—alleged to be seamen who absconded from the s.s. Tai Lee after she was pirated, again appeared before Mr. J. R. Wood at the Magistracy yesterday on a charge of taking part in the piracy.

Mr. T. H. King, Deputy Superintendent of Police, asked for a further remand.

The Magistrate granted a remand until Monday next, when the other four men in custody in connection with the same piracy are due to re-appear in Court.

#### TWO ARMED ROBBERIES.

YAUMATI AND MONGKOK.

Yeung Wah, living on the second floor at 257, Shanghai Street, has reported to the police that at 8.45 p.m. on Monday last six men entered his premises, two armed with revolvers and one with a dagger. The armed men covered him while their companions ransacked the place. The robbers departed with some property and \$187 odd in cash.

An accountant in a pig dealer's shop, on returning to his place of business, 129, Portland Street, on Monday last, accompanied by his foks was met by two men, both carrying revolvers. The accountant's safe key was taken from his pocket, his safe opened, and \$202 odd stolen. After the two robbers had gone, the accountant discovered four persons in another room all bound and gagged, one being a Chinese police constable, whose whistle and chain were taken. It is believed that there were, altogether, four men concerned in the robbery.



# TRANSFER OF MILITARY ESTABLISHMENTS.

## THE ARBITRATOR'S AWARD.

### EXPLANATORY STATEMENT BY COLONIAL SECRETARY.

A meeting of the Hongkong Legislative Council was held in the Council Chamber yesterday. There were present:—  
 His Excellency the Officer Administering the Government (Sir CLAUDE STUBBS, K.B.E., C.M.G.).  
 His Excellency the General Officer Commanding the Troops (Major-General Sir JOHN FOWLER, K.C.M.G., C.B., D.S.O.).  
 Hon. Mr. A. G. M. Fletcher, C.M.G., O.B.E. (Colonial Secretary).  
 Hon. Mr. J. H. Kemp, K.C., C.B.E. (Attorney-General).  
 Hon. Mr. McI. Messer, O.B.E. (Colonial Treasurer).  
 Hon. Mr. E. A. Irvine (Director of Education).  
 Hon. Mr. H. T. Cressy (Director of Public Works).  
 Hon. Mr. A. E. Wood (Secretary for Chinese Affairs).  
 Hon. Mr. H. E. Pollock, K.C.  
 Hon. Mr. A. O. Lang.  
 Hon. Mr. Chow Shou-son.  
 Hon. Mr. A. R. Low.  
 Hon. Mr. R. H. Kewell.  
 Mr. R. B. McDermott (Clerk of Council).

**NEW MEMBER.**  
 Mr. A. E. Wood, Acting Secretary for Chinese Affairs, took the oath and his seat as a member of the Council vice Mr. F. R. Hallifax, C.B.E. (on leave).

**MINUTES.**  
 The minutes of the meeting of the Council held on December 20th, 1923, were approved and signed.

**STANDING LAW COMMITTEE.**  
 His Excellency: As this is the first meeting of the Council this year it is necessary to appoint the Standing Law Committee which will consist of the Hon. Attorney-General, the Hon. Colonial Treasurer, the Hon. Mr. Pollock, the Hon. Mr. Holyoak and the Hon. Mr. Kewell.

**FINANCE.**  
 The Colonial Secretary by command of H.E. the Officer Administering the Government, laid upon the table Financial Minutes Nos. 1 to 5 and moved that they be referred to the Finance Committee for consideration.

The Colonial Treasurer seconded, and the motion was agreed to.

The Colonial Secretary, by command of H.E. the Officer Administering the Government then laid on the table the Report of the Finance Committee (No. 15) and moved that it be adopted.

The Colonial Treasurer seconded, and the motion was agreed to.

**PAPERS.**  
 The Colonial Secretary by command of H.E. the Officer Administering the Government, laid on the table the following papers:

Award of Sir John H. Oakley in respect of certain lands now vested in the Army Council.

Regulation made by the Governor in Council under section 5 of the Dangerous Goods Ordinance, 1923, Ordinance No. 1 of 1923, as enacted by section 2 of the Dangerous Goods Amendment Ordinance, 1922, dated 15th day of December, 1923.

Order made by the Governor in Council under section 24 of the Rents Ordinance, 1922, dated 20th day of December, 1923.

Notification by H.E. the Governor in Council withdrawing the Order of the 20th August, 1923, proclaiming Bangkok to be a place at which an infectious or contagious disease prevailed.

Regulations and Rules made by the Governor in Council under sections 23 (1), 25 (4), 26 (1) (f), 28 (5), 39 (8) and 42 (1) of the Merchant Shipping Ordinance, 1899, dated 10th day of January, 1924.

Order made by the Governor in Council under section 24 of the Rents Ordinance, 1922, dated 10th day of January, 1924.

Order made by the Governor in Council under section 5 of the Forest Officers Ordinance, 1923, dated 24th day of January, 1924.

[All the foregoing Orders, regulations etc. have been published in the Government Gazette since the last meeting of the Council, and the Military Lands Award published as a sessional paper.]

**REWARDS FOR ARREST OF PIRATES.**  
 Hon. Mr. H. E. Pollock, K.C., in accordance with notice previously given asked:—“Is the Government offering rewards for information which leads to the arrest and conviction of pirates?”  
 The Colonial Secretary replied:—“The Government considers it inadvisable in the public interests to make any statement as regards the measures that are being taken for the apprehension of pirates.”

### THE MILITARY LANDS. STATEMENT BY THE COLONIAL SECRETARY.

The Colonial Secretary: Before moving the resolution which stands in my name, I must state that it is not proposed to ask honourable members to vote upon it to-day. I propose to make a statement explanatory of it, and if any members should care to ask questions arising out of that statement, then the Council can go this afternoon into Committee for the purpose of those questions. I beg, Sir, to move this resolution:

Resolved that this Government approves the acceptance of the award of Sir John Hubert Oakley dated the second day of November, 1923, in respect of certain lands situated in the Colony of Hongkong now vested in the Army Council, as set out in Sessional Paper No. 1 of 1924, and recommends that steps be taken to give effect to it as soon as possible.

It may perhaps clear the ground for an understanding of this complicated question if I begin by explaining the principles underlying the tenure of military lands and transactions in those lands. The policy of the Imperial Government is laid down in what is known as the Military Lands Circular despatches of 1890 and 1894, the rulings most immediately in point being the following:

“On account of the changing conditions of warfare, it not infrequently occurs that Colonial lands and buildings set apart for military purposes cease to be necessary or suitable to their purpose, while at the same time, or subsequently other lands and buildings have to be acquired to meet the necessities of the garrison.”

“It is further considered that all such military properties and their values should be treated as part of a capital sum devoted to defensive purposes, and that their realizable or estimated value should, as hereinafter detailed, be retained by the Imperial Government, and be held by them available towards the provision of such other lands and buildings as it may be subsequently necessary to secure for defensive purposes.”

“With a view of removing any misunderstanding, Her Majesty's Government have thought it desirable to formulate their proposals in the following terms:

“The free surrender to the Colony of all Colonial military lands and buildings no longer required by Her Majesty's Government on the engagement by the Colony that, in the event of the lands and buildings being required then or in the future for the defence of the Colony, the Colony shall provide an equivalent for the lands and buildings so surrendered, towards the satisfaction of the above mentioned requirements, and to that end the value of the lands and buildings surrendered shall be ascertained and recorded, and any lands and buildings provided out of that value shall be held by H.M. Government on the same tenure as those surrendered.”

“This proposal is based upon the assumption that the Colonial military lands in question constitute a permanent Defensive Fund of the Colony, the integrity of which should be preserved, in kind or value, even though the original lands themselves may be diverted to civil purposes. Accordingly, whenever any of such lands which have been set apart for defensive purposes have, from change of circumstances, or from any other reason, ceased to answer the purpose for which they were set apart, and are in consequence surrendered by the Military Authorities their value should be treated as forming a capital applicable either immediately or from time to time, so far as it will extend, to providing other lands or buildings which may be required in the Colony for such purposes.”

“Valuation of Lands or buildings, when required under the circumstances above mentioned, should be made by the Colonial and Military Authorities conjointly, or, in the event of their disagreeing, by an independent and competent surveyor, to be chosen by agreement between the Home and Colonial Governments, whose report should be final.”

There is this liability in respect of military lands, and there is the further obligation on the Colony to provide 20 per cent. of its revenue under the Defence Contribution Ordinance, 1901, paragraph 5 of which reads:—

“The said percentage shall be deemed to be a fixed contribution payable by the Colony in full return for the annual cost of the Imperial garrison, including all capital expenditure required for military lands and buildings and the cost of maintenance of all military works and buildings, and the cost of lodging in lieu of barracks and of other military charges whatsoever, provided that in no year shall the sum paid by way of percentage exceed the cost of the garrison for that year.”

The question of military lands tenure was the subject of constant friction and dispute over a period of many years until the position was finally crystallised in the year 1905 by what is known as the Lewis agreement. Since that date, the rights of the military over their land, their reserves and their encroachments have been absolutely defined, and it must be accepted as a postulate of the present argument that these rights are absolute and that they must be bought at the existing market value. This demand for the removal of the garrison from its present position comes not from the Military Authorities but from the Colony. The reasons are so obvious that it is not necessary for me to refer to them at any length. These large self-contained areas block the normal development of the Colony and they isolate large business districts one from another. The Army Council has expressed itself as willing to sell at a price and it is now for us to consider whether it is worth our while to pay that price.

### THE PRICE.

As to the price. In the early spring of 1923 Mr. Perkins and myself, representing this Government, and Colonel Davy, representing the local military authorities, negotiated an agreement, signed finally on the 15th March, 1923, which was endorsed by their Excellencies the Governor and General Officer Commanding and was forwarded to the Imperial Government for approval. Certain correspondence ensued with the War Office and in the meantime the prices of land rose very rapidly. The boom had set in in full force. The War Office decided to investigate the matter itself upon the spot and in September, 1923, they sent out Sir John Oakley. On his arrival the Government decided to invite him to act as arbitrator with this limitation, that while his figures would not be questioned, yet the Government of the Colony must reserve the right to reject them in toto. I think that this was a wise decision, because Sir John Oakley as Arbitrator must necessarily be in a more independent position than as Valuer for one side only; and as the War Department were in a position that they did not care whether they sold or not, they were sure to stand by his figure. I may here express the opinion that the Colony has been very fortunate in getting an arbitrator of the calibre of Sir John Oakley. I think that opinion will be endorsed by all the same in contact with him. As both the Government of the Colony and the local military authorities were in agreement it was decided not to call separate witnesses for either side. The names of prominent business men and valuers were put before Sir John Oakley, and he called those whom he wished. The gentlemen who gave evidence were the Hon. Mr. A. G. Stephen, the Hon. Mr. P. H. Holyoak, the Hon. Mr. Chow Shou-son, the Hon. Mr. R. H. Kewell, Mr. Bernard, Mr. Henry Humphreys, Mr. L. G. Bird and Mr. Gibbs. A number of officers in the Public Works Department were also called. The Government prepared elaborate plans showing the position of all lands sold at public auctions during the last 14 years in all parts of the Colony, giving the upset price, the realised price and the rate of Crown rent; and also plans showing all private sales, between private parties, of land within reasonable distance of these large military areas. Sir John Oakley visited, accompanied by Colonel Davy and myself, a very large number of these sites in person.

### AN EXPLANATION OF THE VALUES.

In order to understand the exact position with regard to these values it is necessary to explain the agreement which is to be come to between this Government and the War Department. A special account is to be opened, to the credit side of which is to be put the sum of £114,000, representing military contributions overpaid by the Colony in respect of the two years, 1917-18 and 1918-19. There will be further put to that credit side the value of military lands which will be sold to the military for the purpose of re-provisioning. That value will not be greater because the lands are situated some distance from the centre of the Colony. On the debit side will be set this sum of approximately £17,000,000, representing the purchase price of these military lands. That price of course includes the full value for any land which may be used for a public purpose. For example, there is a proposal that a new City Hill may be built on Murray parade ground.

The Public Works Department will proceed as soon as may be to re-provision the garrison by forming sites and putting up any buildings that the require. The first situation which they will begin to deal with is Gun Club Hill, which is already military lands. There will be no payment there in respect of the land. It has been argued by some that by putting the British battalion in that position we shall simply be repeating the mistakes of the past. I do not think that can be the case. We have a 100-foot road on both sides of Gun Club Hill—Gascogne Road on the Northern boundary and a 100-foot road across the Southern boundary. In any event, the military authorities would not wish to go further afield, and the British garrison have as much title as anybody else to the amenities of existence here.

The second site which is under consideration and I think will probably be chosen—is the ridge beyond the Standard Oil holding at Lai-chikok, which goes to the crown of the road down to the torpedo pier belonging to the Navy. I think hon. members know it: there is a small house at its Southern extremity. The proposal is that we should level that hill, fill in the valley and construct a large apartment. These works will necessarily take a long time. It has been suggested that the Gun Club Hill barracks may be completed in three years and the contingent in five years. I think, personally, this is too optimistic a view. In any event we have to put out our money for these new works over a period of years, which may be five and will not probably in any event be more than ten. We cannot get any large sums of land from the military authorities until the Garrison has been re-provisioned. When the British battalion goes to Gun Club Hill we hope to get the greater part of the land on this side. Therefore it will be apparent that interest on our money plays a most important part in this matter. Our money is going out for a definite period and we can only recover it by use of these military lands at some indefinite future period.

These values of Sir John Oakley are for the lands in bulk. The Town Planning Committee in its most intensive lay-outs puts aside 45 per cent. of the gross area for road purposes. In the Frayn East Reclamation the area given to roads is 45 per cent., not including the Frayn East road and not including the roads which will be made by private parties across the lots. Therefore, in reckoning the amount of money you are going to get back from these military lands you have to contemplate

them very largely decreased in size. In addition, you have to form these roads, provide drainage, water and light, all matters of considerable expenditure.

The proposition now is, what is the value of these military lands under these conditions, namely, that we prepare for the next two years to pay out up to \$17,000,000, and after a period of three years we begin to receive these military lands, reduce them very largely, any way up to 45 per cent. in size by road-making, spend a considerable sum in laying them out and then sell them for what they will fetch. I will put some figures before hon. members in this connection. I think some of them have heard of the “selling forward” for March. Well, this operation is something of the same nature. A syndicate of well-known business men in January, 1923, bought a local property for \$350,000, subject to a five years' lease. In January, 1924, they paid \$200,000 more to be released from that five years' lease. I am not putting forward the figures as absolutely accurate, but simply, roughly for the purposes of argument. They were prepared to pay \$350,000 for immediate possession of the land for which they would pay \$250,000 for possession in five years. That is a proportion of seven to eleven. Now, we will take Murray barracks on the same principle. The sum awarded by Sir John Oakley is \$23 a foot. Take off 40 per cent. and I think, at least that might come off—for roads, the value works out at \$13.80 a foot. Well, if we sell that in four years' time, the value we must get is \$37.50 a foot for that land when prepared for building. Or, I will take some figures of actual sales which were put before Sir John Oakley. In 1919 the Government bought, Seaconfield Arcade and the buildings upon it for \$20.50 a foot. In 1923 the site where the Club Lusitano now stands was bought for \$24.97 a foot. At the end of 1921 the old Post Office site was sold for \$36.09 a foot, that is exclusive of roads. In April, 1923, Wiseman's site was sold for \$49 a foot.

Take the old Post Office site of \$36.09 a foot. Now the present value, at 7 per cent. if it was to be sold at that rate after five years, would be \$37.75 a foot. The present value of the old Post Office site, if it is to be realised in ten years, would be \$18.34 a foot. Take Murray Parade ground on the same principle. Taking that \$22 a foot, the price given, taking off for roads the value, as I have said, is \$34.50 a foot. Take off the half dollar to allow for Crown rent, which will be reimposed for the land, that leaves a value of \$34 a foot. If we are out of our money for five years we must get \$47.69 a foot for it. If we are out of our money for ten years we must get \$66.91 a foot for this area.

Our \$17,000,000 will not, of course, be spent at once. It will be distributed, as I have shown, over a considerable period of years, but at the same time it must necessarily take us a very long period to get back that money which we put out. In the 20 years 1901-1920 inclusive, we got altogether five and a half million dollars from land sales. How long will it take us to get back \$17,000,000 from the sales of these military lands, apart from the ordinary land sales of the Colony? I will read extracts from a statement of the Government's case which was put before the arbitrator.

“Evidence has been called as to the probable period which must elapse before the whole of the land surrendered can be disposed of by sale or otherwise. It has been shown that in the years 1901-1920 inclusive there were no great fluctuations in the sums received from land sales, which totalled in the twenty years approximately \$5,300,000. It has been shown that in the years 1921 and 1922 and the first nine months of 1923 the receipts from land sales approximated to a total of \$7,000,000. The Government submits that, when the demand of the present boom is satisfied, there is no ground for supposing that receipts from land sales during the following twenty years will be appreciably greater than the receipts during the years 1901-1920.

“Sales during the years after the Military lands are ready for the market will not be confined to these lands, but will, as heretofore, be spread over areas in all parts of the Colony. A proportion only of the proceeds, namely that part of the money which is received from the sale of the Military lands, will be available for re-imposing the Colony in respect of the cash paid out for Military re-provisioning.

“If, when the land is ready for sale, the Government places any large quantity upon the market at such rates as it will fetch, there will, conditions being normal, be a general slump in land values which will upset all calculations based upon the past records of land sales, which records could not therefore form any criterion as to the values which would be received for the lands in the circumstances suggested. If on the other hand the Military lands are offered at the prices then prevailing in respect of similar property, the Government contends that all past experience goes to prove that the land will be taken up very slowly and that very many years must elapse before it can possibly recover from sales of the Military lands the money, with interest, which it shall have laid out in Military re-provisioning. Expensive Crown land has never found a ready market in normal times. The Old Post Office site was on the market for a number of years, and it did not find a buyer until late in 1921. In 1910 the Government proposed to put the Cenotaph site up to auction as a marine lot at \$30.00 a foot. The prospective purchaser would not bid at this rate, and it was decided that \$25.00 would be a sufficient upset price. The prospective purchaser's agent was uncertain whether he would bid at this reduced rate, and the matter was allowed to drop. There has been very little demand for vacant Crown land at Kowloon Point, which has been unoccupied for many years.

“Before the Military lands can be ready for the market, very large areas of new building land along the Eastern Fringe and to the north of the Kowloon Peninsula will be available.

(Continued on page 7.)

# QUALITY HAM!!

THERE IS FLAVOUR OF  
 DISTINCTION  
 WITH AN ENGLISH  
 YORK-CUT HAM.

A FRESH CONSIGNMENT JUST ARRIVED—

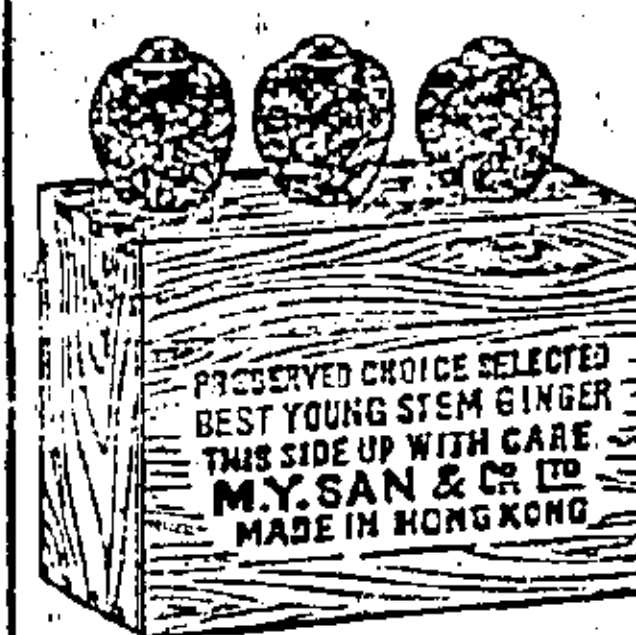
WHOLE HAM ... \$1.10 per lb.  
 HALF ... \$1.20

LANE, CRAWFORD, LTD.

PHONE 4567 (4 LINES).

EST. 1850.

M. Y. SAN & CO., LTD.



MANUFACTURERS  
 OF  
 BEST PRESERVED  
 STEM GINGER.



HEAD OFFICE: Nos. 92 to 100, Queen's Road Central.  
 FACTORY: Canton Road, Kowloon.  
 BRANCHES AT: Manila, Singapore, Shanghai, Canton, China.

**COLUMBIA RECORDS**  
 BY THE NEW QUEEN'S HALL ORCHESTRA.  
 L1485 CARMEN SELECTIONS. PARTS 1-2.  
 L1492 MANON SELECTIONS. PARTS 1-2.  
 L1493 PAGLIACCI SELECTIONS. PARTS 1-2.  
 L1497 LOUISE SELECTIONS. PARTS 1-2.  
 L1478 FINGAL'S CAVE OVERTURE. PARTS 1-2.  
**ANDERSON'S.**

**Powell Ltd.**  
 TELEPHONE C. 4578.  
 FOR THE RACES.  
 SMART  
 MILLINERY.  
 COATS.  
 SHOES.



## NEW ADVERTISEMENTS

**HONGKONG JOCKEY CLUB.**  
RACE MEETING 1924.  
FEBRUARY 20th, 21st, 22nd and 23rd.

MEMBERS have the privilege of introducing Two Non-members to the Members' Enclosure.  
A Limited Number of Tickets are available and may be obtained from Messrs. LINSTEAD & DAVIS, Alexandra Buildings, on or before TUESDAY, the 19th FEBRUARY. Price \$10 Per Day or \$30 for the Meeting.  
LINSTEAD & DAVIS, Treasurers.  
319

**HONGKONG JOCKEY CLUB.**  
RACE MEETING 1924.  
FEBRUARY 20th, 21st, 22nd and 23rd.

MEMBERS' Badges of Admission are Now Ready and may be obtained by those Members who have not received them, from Messrs. LINSTEAD & DAVIS, Alexandra Buildings. Members are notified that they cannot gain Admission on production of the Metal Badges issued last year.  
C. B. BROWN, Secretary.  
320

**HONGKONG JOCKEY CLUB.**  
RACE MEETING 1924.  
FEBRUARY 20th, 21st, 22nd and 23rd.

TICKETS of Admission to the Public Enclosure may be obtained from Messrs. KILLY & WALSH or at the Gate. Price—\$3. Per Day.  
Soldiers and Sailors in Uniform—\$1. Per Day. No one Admitted without a Ticket to be shown to the Ticket Inspector at the Gate.  
LINSTEAD & DAVIS, Treasurers.  
321

**HONGKONG AND KOWLOON WHARF AND GODOWN CO., LTD.**

NOTICE TO SHAREHOLDERS.

THE THIRTY-SEVENTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS will be held at the Office of Messrs. JARVIS, HENDERSON & CO., Ltd., on MONDAY, FEBRUARY 25th, 1924, at 11 A.M. for the purpose of receiving the Report of the Directors and the Statement of Accounts for the year ended December 31st, 1923.  
The TRANSFER BOOKS of the Company will be CLOSED from Thursday, February 14th, 1924, to Monday, February 25th, 1924, INCLUSIVE.  
W. S. BROWN, Secretary.  
Hongkong, February 5th, 1924. [315]

## LOST.

POCKET BOOK, containing Papers, etc., Initials "P. S." in Corner. Lost between HONGKONG HOTEL and MOIST ROAD, KOWLOON, on WEDNESDAY NIGHT, 6th INSTANT. Finder Rewarded if Returned to F. F. Building Ordinance Office, Public Works Dept.  
314

## NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.'S STEAMER "SODAN."

Arrived HONGKONG on 6th FEBRUARY, 1924.  
From BOMBAY, COLOMBO, STRAITS & HAIPHONG.

CONSIGNEES of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their disposal in the Godowns at Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.  
This vessel brings on Cargo from Persian Gulf, B.S.N. and B.P.N. Co.'s Steamers.  
Optional Goods will be landed here unless instructions have been given to the contrary.  
Goods not cleared within 8 days, including date of arrival will be subject to rent.  
No Fire Insurance will be effected by us in any case whatever.  
Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's surveyors, Messrs. GODDARD & DOUGLAS at 10 a.m. on Mondays and Thursdays.  
All claims must be presented within ten days of the Steamer's arrival here after which date they cannot be recognized.  
No claims will be admitted after the goods have left the Godown.  
MACKINNON, MACKENZIE & CO., Agents.  
Hongkong, 6th February, 1924. [313]

THE EAST ASIATIC CO. LTD., COPENHAGEN.

THE M/S "KINA" having arrived, Consignees of Cargo are hereby informed that all Goods are being landed and placed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd., whence delivery can be obtained as soon as the goods are landed.  
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th of February, 1924, will be subject to rent.  
All broken, chafed and damaged Goods are to be left in the Godown, where they will be examined by Messrs. GODDARD & DOUGLAS on the 14th February, 1924, at 10 a.m.  
All Claims against the vessel must be presented to the Underwriter before the 18th of February, 1924, or they will not be recognized.  
No Fire Insurance will be effected.  
Bills of Lading will be countersigned by JOHN MANNERS & CO., LTD., Agents.  
Hongkong, 7th February, 1924. [318]

## NEW ADVERTISEMENTS

**ROYAL HONGKONG GOLF CLUB.**  
JUNIOR CHAMPIONSHIP 1924.

THE Draw for the above Championship has been placed in the usual Club House.  
First and Second Rounds to be played on SUNDAY, 10th INSTANT. Time will be Reserved.  
PERCY SMITH, SETH & FLEMING, Secretaries and Treasurers. [316]

**HONGKONG AND SHANGHAI BANKING CORPORATION.**

NOTICE IS HEREBY GIVEN that the ORDINARY YEARLY MEETING of the SHAREHOLDERS in this CORPORATION will be held at the CITY HALL, Hongkong, on SATURDAY, the 23rd FEBRUARY, 1924, at 11.30 a.m. for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts for the Year ending 31st December, 1923.

The Register of Shares of the Corporation will be closed from Monday, 11th February to Saturday 23rd February, 1924 (both days inclusive) during which period no transfer of shares can be registered.

AND NOTICE IS HEREBY GIVEN that the SHAREHOLDERS of the HONGKONG AND SHANGHAI BANKING CORPORATION will be held on the day and at the place aforesaid immediately upon the termination of the Ordinary Yearly Meeting for the purpose of considering and if thought fit of passing the following resolution viz.

That the Directors of the HONGKONG AND SHANGHAI BANKING CORPORATION be and they are hereby requested and authorized by and on behalf of the Shareholders of the Corporation to take the steps necessary for the introduction of an Ordinance into the Legislative Council of the Colony of Hongkong and for the enactment of the same by the Governor of Hongkong with the advice and consent of the Legislative Council thereof to effect the amendments necessary to the Ordinance under which the Corporation is incorporated and carrying on business so as to allow of the ordinary note issue of the Corporation being increased from \$20,000,000 to \$30,000,000 and to modify the existing requirements as regards the deposit of security in respect of its note issue in the following manner:

(a) So that the whole of the increase (namely \$10,000,000) of such ordinary note issue shall be secured by coin or bullion or approved securities.

(b) To provide that whatever the total amount of the note issue may be at any particular time the amount of coin as distinct from bullion or approved securities to be deposited by the Corporation shall never be less than one third of the total amount of the bills in actual circulation.

By Order of the Board of Directors, A. G. STEPHEN, Chief Manager.  
Hongkong, 4th February, 1924. [306]

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## INTIMATIONS

**HONGKONG TRAMWAYS, LTD.**

NOTICE IS HEREBY GIVEN that the REGISTERED MEMBERS of the HONGKONG TRAMWAYS, LTD. will be CLOSED from THURSDAY, 14th FEBRUARY, to WEDNESDAY, 27th FEBRUARY, 1924, both Days inclusive.  
W. E. ROBERTS, Secretary.  
Hongkong, 7th February, 1924. [310]

**KOWLOON RESIDENTS' ASSOCIATION.**

THE ANNUAL MEETING will be held in the ST. ANDREW'S CHURCH HALL on MONDAY, 11th FEBRUARY, at 8 P.M. [289]

## NOTICE.

A. S. WATSON & CO., LTD.

ONE Certificate No. 7741 for One Hundred Shares Nos. 57681 to 57750 inclusive, in this Company, standing in the Name of Mr. GEORGE HOWARD MAY (deceased) has been LOST, and if at the Expiration of One Month from the Date hereof the above Certificate be not forthcoming, another Certificate for the said Shares will be issued by the Company, and thereafter no other will be acknowledged.  
A. S. WATSON & CO., LTD.  
Hongkong, 22nd January, 1924. [236]

**HONGKONG & SHANGHAI BANKING CORPORATION.**

NOTICE IS HEREBY GIVEN that the Certificate 5/NS 7044 dated Hongkong 18th May, 1921, for 10 Shares numbered 84249/84258 inclusive and Certificate Provisional No. 57/29 dated Hongkong 20th of February, 1922, for 3 Shares of this Bank numbered 129917/129919 inclusive, both registered in the Name of Mrs. ESTHER EMMY SELBY have been Destroyed by Fire, and should these Certificates not be produced to the Bank before the 23rd FEBRUARY, 1924, New Certificates for the Shares will be issued, and the aforesaid Certificates Nos. 5/NS 7044, and Provisional No. 57/29 will be thereafter treated by this Corporation as Null and Void.  
By Order of the Court of Directors, A. G. STEPHEN, Chief Manager.  
[240]

**HONGKONG BOXING ASSOCIATION.**

FOURTH TOURNAMENT OF THE SEASON.

FRIDAY, 8th FEBRUARY, 1924, at 9.15 P.M. at the THEATRE ROYAL.

MAIN EVENT:

FIFTEEN ROUND FEATHERWEIGHT CHAMPIONSHIP OF THE COLONY AND THE SCOT: HARSTON BELT.

STOKER F. O. JIM CARLIDGE, v. A. R. CRADWICK, Royal Naval Yard, Imperial Services, Featherweight Champion of the Colony.

Also One Ten Round Lightweight Contest and One Featherweight, One Lightweight, Two Featherweights and One Flyweight, Contest each of Six Rounds.

BOOKING.

For Members Only on the 4th February at MOTRIKES.

5th February at the HONGKONG HOTEL.

For the General Public on the 6th February at the HONGKONG HOTEL.

7th and 8th February at MOTRIKES.

USUAL PRICES.

NEXT TOURNAMENT—March 8th at the THEATRE ROYAL. [293]

NATIONAL LOANS.

SUBSCRIBERS to the NATIONAL LOANS of the Third Year of the Republic (1914) and the Eleventh Year of the Republic (1922) are hereby notified that the following DRAWINGS for the redemption of the above LOANS will be held this year.

THIRD YEAR LOAN.

2nd June, 1924: 7th DRAWING (\$2,750,000 approx.) redemption begins 30th June.

1st December, 1924: 8th DRAWING (\$2,750,000 approx.) redemption begins 31st December.

It is to be noted that two Drawings of this Loan, instead of one, are being held this year in order to bring the redemption of the Loan and its extinction in 1925 into line with the schedule of amortization prescribed by the Loan regulations.

ELEVENTH YEAR LOAN.

10th May, 1924: 3rd DRAWING (\$1,000,000) redemption begins 31st May.

30th November, 1924: 4th DRAWING (\$1,000,000) redemption begins 30th November.

The service of the above two Loans is conducted independently and forms no part of the National Consolidated Loan Service.

F. A. AGLEN, Inspector-General of Customs.

Inspectorate-General of Customs, Peking, 23rd January, 1924. [285]

TO LET.

WHOLE GROUND FLOOR and BRIGHT OFFICE ROOMS in 1st Floor of the Building, No. 5, DUNDRELL STREET.

Apply WITHIN, Room No. 10, 1st Floor.

TO LET.

WELL FURNISHED FLAT in TREQUANTER Mansions, for Eight or Nine Months from April 2nd.

Apply to HUMPHREYS ESTATE & FINANCE CO., LTD. [220]

## INTIMATION

## PORTS

AND

## SHERRIES.

For many years we have enjoyed a reputation for Ports and Sherries second to none.

We invite connoisseurs to give our "D" & "E" brands of both a trial. We do not ask them to buy blindly but to visit our extensive Wine Vaults and taste these choice wines before buying.

**A. S. WATSON & CO., LTD.**

Wine and Spirit Merchants

ESTABLISHED 1841.

Hongkong Office: 14, Chater Road.

London Office: 111, Fleet Street, E.C.

**The Daily Press.**

HONGKONG, FEBRUARY 8TH, 1924.

## THE MILITARY LANDS QUESTION.

The community has learnt with great satisfaction that, at long last, we are within measurable distance of seeing a considerable part of the land now occupied by the military establishments, both in the heart of the City of Victoria, and in Kowloon, being made available for commercial and residential purposes. The history of the agitation for the removal of the military establishments from these sites goes back almost as far as most who consider themselves old residents can remember. We believe we are correct in saying that the military authorities on the spot during the past decade or so have recognised the force and the justice of the local demand and, in principle, the higher authorities at home had acquiesced, but the delay in getting the idea into a firm business proposal became not merely wearisome but extremely irritating as we saw, under the pressure of demand for accommodation by business firms, the soaring of rents and land values to outrageous heights. It will be remembered that at the meeting of shareholders of the Hongkong and Shanghai Bank held just a year ago the Chairman, in his speech, referred to the subject and used very forcible language regarding the obstruction to the change, which, he said, came from the War Office alone. "I think," he added, "it is high time the War Office realised that Hongkong does not exist solely in order to pay a military contribution of 20 per cent. of its revenue, and that if this senseless policy of obstruction and hampering of British trade and the natural development of the Colony is persisted in, it will become a question of whether the contribution can be justified any longer." We venture to think that these remarks, which were, no doubt, duly communicated to the War Office, had a deciding influence on the question. At all events the War Office not long afterward, arranged to send out an eminent London Surveyor to make a valuation, since they were apparently disinclined to act upon the recommendation of the local Military Authorities.

The departure of the homeward P. & O. mail steamer *Kushgar* from Shanghai was delayed for 38 hours by fog, and she is accordingly not now leaving Hongkong until 4 p.m. on Sunday, February 10th.

There will be a cinematograph show for children at the Helena May Institute to-day (Friday) at 5.30. The machine is being kindly lent by Pathe Orient-Advt.

A Chinese lad, 14 years of age, residing at 96B, Canton Road, has been admitted to hospital suffering from injuries received as a result of being knocked down by a motor-car on Morrison Hill Road on the 4th inst.

The final of the Ladies' Open Championship Single Tennis Tournament will be played at the Ladies' Recreation Club on Monday, February 11th, at 3.30 p.m.; when the Committee will be "At Home" to members and friends.—Advt.

According to reports in the Chinese Press, Marshal Wu Pei Fu "intends to make Honan a model province." He proposes to clearly define the functions of the Military Governor and the Civil Governor in order that the *Shenchang* shall be "a real Civil Governor, and not a mere shroff for the Tull or Tuchun, as in other provinces."

The transport *Syria* (P. & O.) arrived from England yesterday with relief ratings for the China Station. The ratings include a new crew from Devonport for the submarine depot ship *Amphrose*, including a detachment of Royal Marines from Plymouth Division. The ratings were under the charge of Com. H. A. Knight, who will return with the relieved draft.

Sir Ronald Macleay, the British Minister in Peking, left the Capital last week in order to visit the Peking Syndicate Mines. From there he will go to Hankow, staying with the British Consul, Mr. Goffe. He is due to arrive in Shanghai on the 14th inst. At 11.45 a.m. on the 15th his Excellency will formally open the new *North-China Daily News* building. Sir Ronald will attend the meetings of the Associated British Chambers and the unveiling of the Shanghai War Memorial on Saturday, the 16th. During his visit to Shanghai Sir Ronald and Mr. Vereker, First Secretary of the Legation, who accompanies him, will stay with Mr. H. E. Morris.

NAVAL RELIEFS.

ARRIVAL OF TRANSPORT "SYRIA."

The transport *Syria* arrived in Harbour yesterday morning bringing drafts for nearly all the ships in the station including new crews for the submarine depot ships *Thetis* and *Amphrose* and for the ships *Magnum*, *Porphyra* and *Marazion*. Among the officers is Lieut.-Commander Alleyne, appointed to H.M.S. *Claudia*. This officer was recently on the West River patrol in command of H.M.S. *Maori*. The *Syria* sails for Shanghai on Saturday with relief for the Yangtze patrol.

## SHIP-WRECKED CREW

BROUGHT TO HONGKONG.

STORY OF THE FOUNDERING OF THE "MARY HORLOCK."

FINE RESCUE WORK BY THE S.S. "PRESIDENT TAFT."

With the arrival of the S.S. *Empress of Australia* the full story was brought of the foundering of a large English steamer during stormy weather in the Pacific Ocean. The foundered vessel was the S.S. *Mary Horlock* and her crew, consisting of seven officers and 31 men, have come to Hongkong en route for England.

The S.S. *Mary Horlock* left Seattle on December 20th with a cargo of lumber, valued at 500,000 yen, for Japan. She struck stormy weather on New Year's Day and experienced heavy seas until the day when she was abandoned on January 26th. Two days before she was abandoned she was driven out of her course and was unable to make any headway. Her cargo began to move to her beam end. Mountains of sea broke over the ship and the pumps were unable to cope with the water shipped. The ship gradually tilted on to her beam end until a list of 40 degrees was reached. On the afternoon of the 26th the Commander of the vessel (Capt. R. C. Hill) appealed for assistance by wireless, in which he gave the position of the vessel as about 700 miles south of Japan. The S.O.S. was picked up by two vessels, the oil tanker, *Hugutan* and the *President Taft*. The latter vessel responded to the call and throughout the night of the 26th and 27th she hastened to the assistance of the distressed vessel, arriving close by at 3 p.m. on the 28th.

So dangerous was the list that the work of rescuing the passengers was commenced almost immediately, despite the fact that very heavy seas were running. Oil was poured on to the troubled waters, and at 4 p.m. the first boat was lowered from the fast-sinking ship. The last boat brought off the remainder of the crew and the Captain at 6 p.m. The crew found great difficulty in launching their lifeboats owing to the heavy list of the vessel and it was only with the assistance of skids that the lifeboats were lowered into the water.

Before leaving the ship Captain Hill gave the order for the ship to be scuttled. This was done and in his opinion she sank soon afterwards.

Great praise is accorded to Captain January of the *President Taft* for the splendid way in which the men were rescued.

The S.S. *Mary Horlock* had been in commission for five years and her port of registry was Maastricht, England. She was owned by the Horlock Shipping Company. Her registered tonnage is 3,240 tons.

The shipwrecked mariners were brought on to Yokohama by the *President Taft* and landed there. They were later sent on to Kobe where they embarked on the S.S. *Empress of Australia* and were brought down to Hongkong. Her arrangements are being made for them to be sent Home via Suez. The shipwrecked officers are Capt. R. C. Hill (Commander of the *Mary Horlock*), Mr. D. J. Jones (Chief Officer), Mr. T. Jones (Second Officer), Mr. W. Dockway (Chief Engineer), Mr. V. Archel (Second Engineer), Mr. T. Murphy (Third Engineer) and Mr. H. Dobson (Fourth Engineer). Amongst the crew there are fourteen Africans.

A Chinese lad, 14 years of age, residing at 96B, Canton Road, has been admitted to hospital suffering from injuries received as a result of being knocked down by a motor-car on Morrison Hill Road on the 4th inst.

The final of the Ladies' Open Championship Single Tennis Tournament will be played at the Ladies' Recreation Club on Monday, February 11th, at 3.30 p.m.; when the Committee will be "At Home" to members and friends.—Advt.

According to reports in the Chinese Press, Marshal Wu Pei Fu "intends to make Honan a model province." He proposes to clearly define the functions of the Military Governor and the Civil Governor in order that the *Shenchang* shall be "a real Civil Governor, and not a mere shroff for the Tull or Tuchun, as in other provinces."

The transport *Syria* (P. & O.) arrived from England yesterday with relief ratings for the China Station. The ratings include a new crew from Devonport for the submarine depot ship *Amphrose*, including a detachment of Royal Marines from Plymouth Division. The ratings were under the charge of Com. H. A. Knight, who will return with the relieved draft.

Sir Ronald Macleay, the British Minister in Peking, left the Capital last week in order to visit the Peking Syndicate Mines. From there he will go to Hankow, staying with the British Consul, Mr. Goffe. He is due to arrive in Shanghai on the 14th inst. At 11.45 a.m. on the 15th his Excellency will formally open the new *North-China Daily News* building. Sir Ronald will attend the meetings of the Associated British Chambers and the unveiling of the Shanghai War Memorial on Saturday, the 16th. During his visit to Shanghai Sir Ronald and Mr. Vereker, First Secretary of the Legation, who accompanies him, will stay with Mr. H. E. Morris.

NAVAL RELIEFS.

ARRIVAL OF TRANSPORT "SYRIA."

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## CABLES.

## LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

ALLEGED SECRET FRANCO-AMERICAN PACT.  
FRENCH PRESS INDIGNANT.

PARIS, February 6th.  
The newspapers are indignant at Mr. Lloyd George's statement and dwell on the fact that the accusations are made just when Mr. Wilson died.

The *Matin* says it knew Mr. Lloyd George to be capable of treating historical verities with the utmost fantasy, but it never thought he would go so far as to imagine a secret treaty which does not exist, merely in order to flatter the Labour Party.

The *Petit Parisien* says Mr. Lloyd George's calumny, by its very gravity, excludes all probability.

The *Gauche* says that once again Mr. Lloyd George has been taken in the very act of uttering incorrect statements.

## STATEMENT MAY RETARD ANGLO-FRENCH UNDERSTANDING.

LONDON, February 6th.  
Reuter learns that Mr. MacDonald learned of the alleged Lloyd George interview at noon yesterday, half-an-hour after he received the report from Paris, with which, he was most pleased, because it showed how well things had gone since the Labour Government came into office.

On inquiry, Mr. MacDonald learned that the French Ambassador called at the Foreign Office on January 8th, and the Foreign Office carefully considered the documents which up to that time had been secret—for several days. As Mr. Lloyd George had not yet returned the documents, which were the only copy the Foreign Office had, it was impossible to say what they contained.

It is understood that the incident was a great blow to M. Poincaré, with whom the Labour Government had been getting on very well, and with whom important arrangements had been made with regard to the Palatinate. Obviously, M. Poincaré might suppose that the action had been taken behind his back. The Marquis of Crewe (British Ambassador to Paris) has been instructed to call on M. Poincaré this morning and explain the whole situation.

## EARLIER CABLES.

## MR. LLOYD GEORGE'S SENSATIONAL REVELATION.

LONDON, February 6th.  
An allegation that a secret compact with regard to the occupation of German territory was made between ex-President Wilson and M. Clemenceau in March, 1919, during Mr. Lloyd George's absence from Paris, is made in an interview with Mr. Lloyd George published in the *New York World*. Mr. Lloyd George says he was called to London at a critical moment in the negotiations by the famous attack in the House of Commons organized by the late Lord Northcliffe's telegram. When he returned he found Mr. Wilson had surrendered to M. Clemenceau, and thus the French gained the right to occupy the Rhine country, which was finally included in the treaty. He had only recently discovered that during his absence in London M. Clemenceau and Mr. Wilson had signed a secret compact on the matter. He had just received the documents from the Foreign Office. The French now want to publish the secret agreement, and desire his consent.

## ALLEGATIONS CAUSE SENSATION.

The allegations made by Mr. Lloyd George regarding the secret agreement between M. Clemenceau and Mr. Woodrow Wilson in 1919 have become a first-class sensation. The French Foreign Office has made a statement declaring it prefers to await the text of the alleged agreement before commenting on them. In the meantime denying the conclusion of any secret agreement.

The British Foreign Office issues a statement that the French Government recently notified its intention to prepare a Yellow Book containing the documents relating to the drafting of articles 428 to 431 of the Peace Treaty. The British Government decided before replying to acquiesce in Mr. Lloyd George's proposal, as an act of courtesy, consequently the proof-sheets of the documents were despatched to Mr. Lloyd George asking whether he had any personal objection to their inclusion in the Yellow Book and requesting the return of the proofs. "No answer has been received, and the proof-sheets have not been returned, and the first indication that the letter had reached Mr. Lloyd George comes in this alleged interview."

## AGREEMENT NOT SECRET.

PARIS, February 6th.  
With regard to the Lloyd George interview, M. Tardieu, who took an active part in drafting the Versailles Treaty, declared that to describe as a secret agreement a proposal which had been a fortnight in the hands of the British and American delegations and which, owing to the absence of Mr. Lloyd George, was approved by Mr. Wilson thirty-six hours before Mr. Lloyd George's interview, was preposterous.

## LATEST CABLES.

## RUSSIA AND L.O.N.

GENEVA, February 6th.  
M. Chicherine has notified the League of Nations Secretariat that the Soviet Government has agreed to the place and date of meeting for the Naval Disarmament Committee; namely, Rome, February 14th. Admiral Behrens will represent Russia.

## DISTURBANCES IN RUSSIA.

RIGA, February 6th.  
Serious disturbances are reported from the Kharkoff district where the Commander, with a considerable body of troops is said to be supporting the insurgents. A fire, followed by explosions, destroyed a considerable part of the big munitions factory at Tula.

## EARLIER CABLES.

## SENTENCED TO DEATH.

RIGA, February 6th.  
A Moscow message states that the revolutionary military tribunal at Chita has sentenced General Popeloff and twenty of his adherents to death, forty-five others to ten years, and to five years' imprisonment. Popeloff after the collapse of Koltchak's army led various operations in Siberia. He was taken prisoner last summer.

## STRIKES IN NORWAY.

CHRISTIANIA, February 6th.  
A dock strike against the reduction of wages, which has been proceeding for the past fortnight, has developed seriously, the employers deciding to lockout thirty-six thousand men. They threaten to lock out a further twenty-four thousand if an agreement is not reached within a week. The national association of trade unions has retaliated by proclaiming a strike in the paper pulp and celluloid industries, involving thirteen thousand.

## FRANCE AND RUSSIA.

PARIS, February 6th.  
Skobelev, the Soviet commercial agent in France, is leaving for London with his staff this afternoon, having completed the liquidation of the agency owing to the decision of the Seine Tribunal that Franco-Russian trade, although legal, must be undertaken by traders at their own risk, as they cannot enjoy the protection of the French courts as long as the French Government does not recognise the Soviet Government.

## GERMANY AND THE LATE MR. WILSON

BERLIN, February 6th.  
It is officially announced that the German Ambassador at Washington asked the German Government whether he should officially express sympathy with the U.S. Government on the death of Mr. Wilson. The Berlin Government replied that there was no occasion to express sympathy in the name of the Government, and the Ambassador must himself decide the form in which he personally wished to participate in the national mourning.

## AUSTRALIA AND SINGAPORE BASE

HOBART, February 6th.  
The Acting Premier Mr. Page, in the course of a speech, declared that if the decision to construct the Singapore base be abandoned, the whole question of Empire Defence must be reopened.

## AUSTRALIAN SWIMMING.

HOBART, February 6th.  
The Swedish swimmer Arne Borg, who recently broke the world's mile swimming record, has won the Australian mile championship in 22 mins. 45.3/5 sec. Bearpaire came second and Cherry third.

## LATEST CABLES.

## HOME FOOTBALL.

LONDON, February 6th.  
The football cup replays resulted as follows:—

Notts County, 0; Palace, 0.  
Leeds, 1; Westham, 0.  
Watford, 1; Exeter, 0.  
Bristol City, 2; Wednesday, 0.  
Newcastle, 2; Derby, 2.  
Hull City, 0; Manchester City, 0.

In the first league Everton and Preston played a drawn game with one goal each.

## EARLIER CABLES.

## MR. WOODROW WILSON'S FUNERAL.

WASHINGTON, February 6th.  
The Government departments and all commerce and industry observed a great silence on the occasion of the late Mr. Woodrow Wilson's funeral, which was carried out without ceremony, but with the highest honours, at little Bethlehem chapel. The actual interment of the Ex-President was witnessed only by the nearest relatives, as President Coolidge, the Cabinet members and diplomats and other guests left after the pronouncement of the benediction. The funeral service was broadcast by wireless all over the country.

## GERMAN ATTITUDE RESENTED.

WASHINGTON, February 6th.  
A crowd, resenting the delay in half-masting the German flag at the German Embassy on the occasion of the funeral of Ex-President Wilson, decorated the front of the Embassy with the American flag. To-day the flag was removed after a complaint had been made to the police.

## MEXICAN REVOLT ENDING.

MEXICO CITY, February 6th.  
War Department officials declare that with the flight of Huerta, the backbone of the insurrection has been broken. Huerta is believed to be fleeing to Yucatan.

## WASHINGTON, February 6th.

The American cruiser "Richmond" has entered Vera Cruz and Admiral Magruder is co-operating with the Consul-General in restoring normal conditions.

## CHURCH REUNION "CONVERSATIONS."

LONDON, February 6th.  
The Archbishop of Canterbury in a statement to the Convocation at Westminster emphasised that the Malines conversations on December 27th were not even within measurable distance of negotiations but were private conversations about the respective creeds and doctrines of the Churches of England and Rome.

## FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

## NEW JAPANESE LOAN ISSUE.

LONDON, February 6th.  
Preliminary arrangements have been made to issue, in the near future, in London and New York, under the auspices of influential banking houses, a large Japanese Government loan to provide for redemption of \$25,000,000, 4 per cent. bonds maturing in 1925 and to furnish a considerable balance of new money for earthquake reconstruction purposes.

The newspapers point out that long-dated Japanese stocks at present stand at a price yielding about six per cent. and a loan issued on the basis of about 6 per cent. would naturally be attractive to investors.

## THE DOLE AN "EVIL THING"

GENERAL BOOTH'S CONDEMNATION.

General Booth in a foreword to the annual report of the social work of the Salvation Army, refers in striking phrases to the effects of "the dole" on the unemployed. After agreeing that unemployment "is the parent of widely diffused misery, the fruitful soil in which grow all kinds of physical and moral ill, the enemy of the individual, of the family, and of the community," General Booth adds: "But I am led sometimes to wonder whether what is called the dole—that is, the indiscriminate distribution of money for which no labour is required in return—is not almost, if not quite, as great a misfortune. I do not think it is possible for the ordinary reader of these lines to imagine the moral decline, the mischievous influence over all alike, which spring from this evil thing. For once at least we see how a remedy may be far worse than a disease."

Commenting further, the General says: "The steady receipt of money for which no equivalent in work is rendered makes against everything that is good in the receiver's life. The innate ill of idleness are increased. That which is more or less a material misfortune is turned into a moral disaster. I do not hesitate to say that tens of thousands of people in these islands have learned or are learning at this very time to live without work—and for this young people especially this is a most disastrous experience."

## HONGKONG LEGISLATIVE COUNCIL.

(Continued from page 5.)

"Any estimate of the value that should be fixed upon the Military lands depends mainly upon the opinion which is formed regarding the future course of events in the Colony. Past history shows a record of steady and continuous progress, with temporary booms and reactions, and no argument has been advanced to show that future progress will not be along similar lines. It is possible to estimate with approximate accuracy both the period of time over which the Colony will be disbursing money and also the period of time within which the Military lands will be handed over, but it is hardly possible to gauge with any pretence at certainty the number of years which will elapse before the Colony, by re-sale of the lands, will finally recover its money, with interest. That the period will be a long one is certain. On the evidence of past history, which is the only definite evidence available, the period will cover a very many years that interest upon the Colony's disbursements becomes a predominating factor most materially affecting the rates which are now fixed as representing the ultimate cash return from the Military lands."

The agreement arrived at locally does not differ much from that of Sir John Oakley's figures, except as regards Murray parade ground, Murray barracks and the small areas fronting on Queen's Road, a large part of which small areas will be wiped out by the widening of Queen's Road to 100 feet. The difference in the two rates for Murray Parade ground and Murray Barracks, was very large. Yet an optimistic would, no doubt, tell us that we shall easily get our money back. That is a matter of opinion, and it is most difficult to make any definite statement. The inhabitants of a few years back would regard as incredible the present day prices. It is merely a matter of guess work what the future has in store for us. I submit, however, it is of immense indirect benefit to the Colony that we should get possession of these military lands in order that we get may get proper thorough communications and develop the Colony on its natural lines. It is perhaps fortunate that these lands have been held so long, as it were in trust, by the military authorities, for we have learned a severe lesson by the mistakes of the past and are ready to lay out these lands for the development of the Colony on the most up-to-date lines. The Government confidently recommends to this Council and to the Colony the adoption of the resolution before us to-day.

"Before I sit down I wish to express the great obligation the Colony is under to His Excellency the General Officer Commanding and Colony Duty for their invaluable co-operation in bringing these difficult negotiations to what I hope may be regarded as a successful conclusion. (Applause.)"

The ATTORNEY-GENERAL: I beg to second the resolution.

The HON. MR. POLLOCK: I understand that if this honourable Council goes into Committee, unofficial members will be allowed to put a few questions. A number of questions have occurred to me, and I will now formally move that the Council go into Committee.

The HON. MR. P. H. HOLYOAK seconded. The proposal was adopted.

In Committee the HON. MR. POLLOCK said: My first question relates to the plan of the military lands. I should like to know whether the plan was that sent for the consideration of unofficial members?

The COLONIAL SECRETARY: Yes.

The HON. MR. POLLOCK: The next question I want to ask is what, approximately, will be the cost of re-provisioning?

The COLONIAL SECRETARY: It is rather difficult to say. The Government's estimate is that it will be less than this sum of \$2,000,000. We have on one hand \$2,000,000 and also the credit of this land beyond Laikook to set against that 17 million dollars, owing that leaves a debit balance of about 15 million dollars. The total cost of re-provisioning will be less than that sum. I ought also to mention that it was part of the arrangement with the War Office that we have to re-provision fully, whatever the cost may be. If we do not use the whole of the debit balance on this re-provisioning the military authorities will call upon us for the remainder of that balance for future works.

HON. MR. POLLOCK: I understand that the cost may be 15 million.

The COLONIAL SECRETARY assented.

The HON. MR. POLLOCK: Then, I understand that 15 millions will have to be paid out of current revenue?

The COLONIAL SECRETARY: We have reserves to a very large amount.

The HON. MR. POLLOCK: Is it then proposed to re-provision out of our reserves?

The COLONIAL SECRETARY: It is not a matter of putting up a very large sum at once. Payment will go on, of course, as buildings progress, and it will no doubt be put before the Council in due course. We have cash in hand.

The HON. MR. POLLOCK: At all events, the point I want particularly to emphasize is that I understand it will not be a book entry. We shall have to find the money somehow. Another point is the figures relating to the Parade Ground, Murray Barracks and land across Queen's Road in the agreement of March, 1922, were considerably less than the figures now before us. Can the Colonial Secretary give us these figures?

The COLONIAL SECRETARY: I can send them to you.

The HON. MR. POLLOCK: Then, Sir, another question is, what were the totals for the land sales of 1921, 1922, and 1923 respectively?

The COLONIAL SECRETARY: For 1921, 1922, and the first nine months of 1923 they were seven million dollars. That is the total, approximately, up to the time of Sir John Oakley's arbitration.

The HON. MR. POLLOCK: Then, does the cost of re-provisioning include the cost of laying-out?

The COLONIAL SECRETARY: Yes. The definition of provisioning is: "Re-provisioning connotes the placing of the troops in a position in no way less advantageous than their present positions as regards, primarily, strategic needs, and also house, communication, water, light, recreation and general amenities."

The HON. MR. POLLOCK: I suppose the military authorities, assuming we support this resolution and it is carried, will allow the Public Works staff of the Colony full liberty to survey this land so that the Public Works Department may be in a position to advise the Government in regard to putting up the land for sale.

HIS EXCELLENCY: You do not mean surveying; you mean making the lay-out. Undoubtedly the military will grant all facilities. When the resolution has been passed, it will be the first thing the Government would consider.

The HON. MR. POLLOCK: I mean, Sir, that I suppose that lay-out could be made almost immediately, and there will be no necessity to wait till the military have moved out.

HIS EXCELLENCY: Quite.

The HON. MR. POLLOCK: Another point I should now like to ask whether, in the event of this resolution being accepted, the Government will consider the question of bringing out considerable staffs in sufficient time for them to deal with this very considerable quantity of land which will then be at the disposal of the Government? In this way a certain amount of interest would be saved.

HIS EXCELLENCY: Certainly.

The COLONIAL SECRETARY: There is one point which occurs to me, though it does not arise directly out of the hon. member's question. Various persons have asked me why there is no separate charge in this valuation for buildings. The reason is that the land, with, for example, Murray Barracks on it, is less valuable than with the Barracks removed. The cost of removal is about equal to the cost of the building materials. In the case of a building such as the Military Hospital, however, if we were to take it over and use it, we should have to pay for the land and the buildings.

The HON. MR. POLLOCK: Could the Colonial Secretary tell us whether Sir John Oakley, in making his award, took into consideration the question of the interest the Colony would lose by not having possession of this land for many years?

The COLONIAL SECRETARY: It was put before him in an elaborate series of figures.

H.E. THE GENERAL OFFICER COMMANDING: Mention has been made of an "agreement" of 1922. That agreement was not really an agreement. It was a recommendation from the military authorities here to the War Office to accept as a basis of negotiation certain figures agreed on for valuation, and also the question of how much percentage should be added to that old valuation to be acceptable. No actual agreement was ever drawn up. I would like to make that point plain.

The HON. MR. POLLOCK: I ask for an adjournment for a week. My unofficial colleagues will meet at 12 o'clock on Monday next, and by Thursday we should be in a position to lay our views before the Council.

HIS EXCELLENCY: The Council resumes and the discussion of this resolution will continue at the next meeting of the Council, which will be on Thursday next.

## FINANCE COMMITTEE.

A meeting of the Finance Committee was then held, the COLONIAL SECRETARY presiding.

## A SEA-GOING LAUNCH.

The Governor recommended the Council to vote a sum of \$45,000, on account of Imports and Exports Department, Special Expenditure, provision for a sea-going launch for the Customs.

The CHAIRMAN: The activities of this Department are growing, as is also the custom of putting off opium and arms from ships just outside the harbour. This launch is able to go outside.

## APPROVED.

## A RAILWAY VOTE.

The Officer Administering the Government recommended the Council to vote a sum of \$19,322 on account of the following vote:—

Kowloon-Canton Railway.  
Special Expenditure:—  
Accident at Mile 101 ..... \$ 1,500.00  
New Block Operators Office at Hung Hom ..... 1,695.00  
Typhoon of 18th August, 1923 ..... 5,127.00  
New Carpenters Shop at Hung Hom ..... 6,000.00  
Bridge No. 14 ..... 5,000.00  
Total ..... \$19,322.00

The CHAIRMAN: All these are in the nature of re-votes from last year.

## APPROVED.

## UNIFORM ALLOWANCE FOR INSPECTOR OF JUVENILE LABOUR.

The Officer Administering the Government recommended the Council to vote a sum of \$336 on account of Secretariat for Chinese Affairs, Industrial Sub-Department, Other Charges, Uniform Allowance to Inspector of Juvenile Labour.

## APPROVED.

## STABLING AT KOWLOON.

The Officer Administering the Government recommended the Council to vote a sum of \$13,000 in aid of the vote Public Works, Extraordinary, Kowloon, Buildings (87) Extension of Stabling at Kowloon Disinfecting Station, garage and arrangement of Workshop.

The CHAIRMAN: This is one of the works which, in accordance with the arrangement of the last Estimates, was put in at the vote of \$1,000.

HON. MR. POLLOCK: Why is stabling needed at a disinfecting station?

(Continued at foot of next column.)

## SPORT.

## INTERPORT BILLIARDS.

## PORTUGUESE TEAM ARRIVES FROM SHANGHAI.

There has arrived in Hongkong by the *Empress of Australia* from Shanghai a team of billiard players who are to play in an interport billiard match between Hongkong and Shanghai. The match has been arranged by the Portuguese Clubs in Shanghai and Hongkong and all the players have been drawn from the Portuguese communities of the two ports and are fully representative of the best that both ports can produce. The Shanghai team consists of the following players:—P. Barradas, G. M. P. Remedios, J. F. Pereira, A. F. Gomes, E. I. Leitao and J. P. Campos (Captain).

The Hongkong team is as follows:—F. M. Osozio, P. Yvanovich, E. Guimaraes, E. Roza, R. Luz and A. J. Osmund (Captain).

The Shanghai Portuguese team comes here with a very fine reputation. For several years they have been champions of the billiards league of that port and last season they met and defeated a combined team drawn from the rest of the league. As to the Hongkong team it is a well known fact that the best billiard players in the Colony are to be found amongst the Portuguese. Included in the team are A. J. Osmund (the present champion of the Colony) and P. Yvanovich (ex-champion in 1922-23).

In all six games have been arranged and these will be played off on the specially erected table in the ball room of the Club Lusitano.

## CRICKET.

## UNIVERSITY "PAST" XI. UNIVERSITY "PRESENT" XI.

A cricket match was played at Pokfulam on Wednesday between sides representing the University "Past" and "Present," which resulted in a win for the latter on the first innings. Batting first the "Past" eleven compiled 126 runs, the highest scorer being H. C. Hunt with 24. The "Present" eleven replied with 210 for eight wickets before they declared. Balthatch had hard luck in not getting his century, only being four runs short of this mark. Sir Claud Severn played for the "Past" eleven and had the bowling honours for his side, securing 3 wickets for 59. Going in the second time the "Past" eleven made 120 all out.

## MAILS OF THE FUTURE.

## AIRSHIPS WITH AEROPLANES AS FEEDERS.

The Air Mails Committee, which was set up last summer by the Postmaster-General to inquire into and recommend the best methods by which the development of air mail services might be brought about has completed an interim report, writes a Political Correspondent in a London paper.

The general conclusions arrived at indicate that little can at present be done to increase the use made of air mails to the near parts of the Continent, since the majority of letters for those parts are posted at night. Owing to the fact that aeroplanes do not at present work during the night no time is gained by their waiting to be carried by air mail on the following day. The train and boat route remains the quickest.

The Post Office maintains, and the committee is in general agreement, that a real advance in air mail work can only be made when air transport has been so improved that it is possible to carry all letters by this means at the prevailing date of postage.

## AIRSHIP ADVANTAGES.

The committee emphasises that the whole question is closely linked up with the Imperial Airship scheme and that little real progress can be made until this is in operation. It foreshadows a time when aeroplanes travelling along the main routes will be the accepted mail-carriers, with aeroplane services acting as feeders and distributors.

The great range over which the airship can travel and the fact that it is not delayed by the hours of darkness are the main arguments put forward by the committee in support of this theory.

In the meantime the committee makes recommendations for the institution of aeroplane services to distribute and collect letters from Alexandria to Bagdad and Kenya, and the supplementing of railway and steamship routes in other parts of Europe and the Empire.

In conclusion it recommends that the committee should continue in existence for the examination of new proposals which may be brought forward from time to time, reporting, as occasion demands, on new recommendations which it considers might be adopted.

At an extraordinary general assembly of the Royal Dutch at Amsterdam, on December 20th, Mr. J. B. A. Kessler was elected a member of the Board of Directors. The nomination of Mr. Kessler is considered an able man with a phenomenal power of work and a profound technical knowledge such as nobody else with the exception of Sir Henri Detering, president, whose right-hand man he has been for some time.

## THE CHAI MAN.

It is for a garage and for general. Antiquary requirements—such as bullocks and water carts.

## APPROVED.

## OPPIUM BOILERS' SALARIES.

The Officer Administering the Government recommended the Council to vote a sum of \$2,153, in aid of the vote Imports and Exports Department, Personal Emoluments.

The CHAIRMAN: This is a readjustment of salaries of the opium boilers.

## APPROVED.



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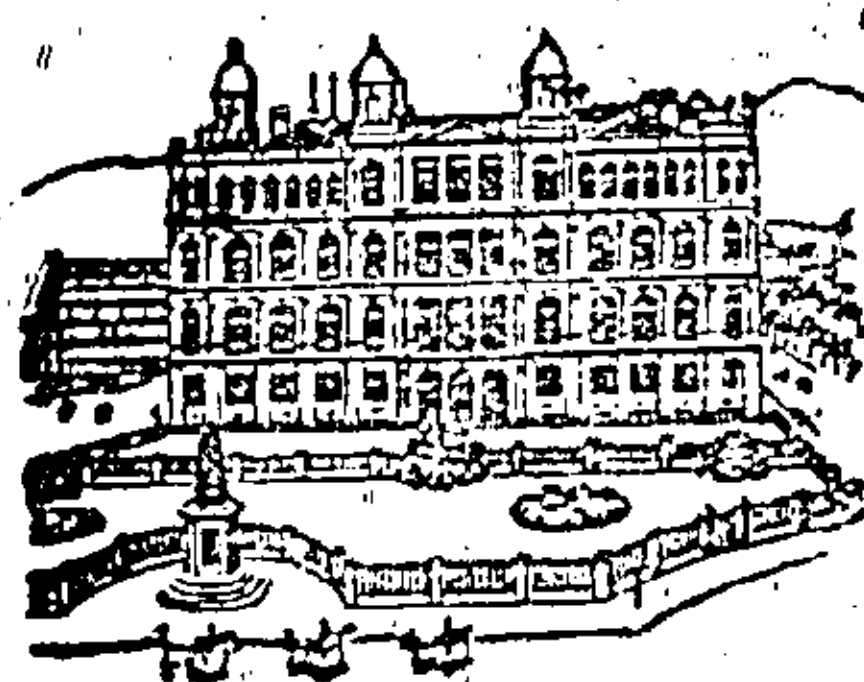
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### MAN'S MECHANISM

AMAZING APPARATUS IN THE  
HUMAN BODY.

Julian S. Huxley, in the New Leader, draws a wonderful picture of that wonderful living machine, the human body.

"We are so apt to take things for granted," he says, "that we hardly ever take time to reflect on anything so familiar as the working of our own bodies. Yet a man or a dog or a rabbit, considered merely as things, which work, constitute pieces of machinery as much more complicated and astounding than a motor-car, as is a motor-car than a pair of scissors."

The detailed adaptations of structure to function are remarkable enough—the way a joint works, the focussing of the eye, the construction of the hand. These have been almost among the commonplaces of science for some time, and have often been described. Of recent years, however, attention has been more and more drawn to the working of the machine as a whole, to the way in which its different structures co-operate. Their functions interlock so that there results harmony and not chaos.

How is it possible that hand, foot and eye shall co-operate in the cricket or tennis-player?

If our temperature goes up much over 5 deg., we become delirious; if it sinks much over 5 deg., we become unconscious: how is it regulated? The pulse and tissue will only work properly when bathed with a fluid of a certain acidity—how is that kept constant? How is it arranged that the digestive juices shall be poured out only when food is present; or that growth shall be equable, not too much in one organ, too little in another?

The regulation of the acidity of the blood is one of the best illustrations of the delicacy of the processes involved. In ordinary circumstances blood acidity is determined by the amount of carbonic acid in the blood, and this in its turn depends chiefly on two things—on the rate at which it is being produced by the muscles, and the rate at which it is being got rid of by the lungs. From one particular region of the base of the brain spring the nerves which control the rate of breathing; and this "respiratory centre" is amazingly sensitive to changes in amount of acid. The least excess of carbonic acid will increase its activity, which will increase the rate of breathing, which will wash more carbonic acid gas out by the lungs.

Thus the respiratory centre is like the governor of a steam-engine—a piece of apparatus which makes the whole machine self-regulating. But its accuracy is inconceivably much greater. An appreciable increase of rate of breathing is brought about by an increase of one part of acid (hydrochloric) in a hundred billion of blood—so that the acidity of the blood in a healthy person retains a far greater constancy than almost any substance which the chemist can make.

### A CALL FROM TENNYSON.

MRS. CARLYLE'S EVENING WITH  
THE LAUREATE.

Some recently discovered letters of Mrs. Carlyle are published in the January Cornhill, in one of which (dated 1845) is the following passage:—

"Carlyle went to dine at Mr. Chadwick's the other day, and I got being yet equal to a dinner, altho' I was asked to 'come in a blanket and stay all night'! I had made up my mind for a nice long quiet evening of looking into the fire, when I heard a carriage drive up, and men's voices asking questions, and then the carriage was sent away, and the men proved to be Alfred Tennyson of all people and his friend, Mr. Moser (the publisher). Alfred lives in the country and only comes to London rarely and for a few days, that I was overwhelmed with the sense of Carlyle's misfortune in having missed the man he likes best for stupid Chadwick's, especially as he had gone against his will at my earnest persuasion. Alfred is dreadfully embarrassed with women alone—for he entertains at one and the same moment a feeling of almost adoration for them and an ineffable contempt! adoration, I suppose, for that they might be contempt for what they are! The only chance of my getting any right good of him was to make him forget my womanhood—so I did just as Carlyle would have done, had he been there; got out pipes and tobacco—and brandy and water—with a deluge of tea over and above."

"The effect of these stress-ories was marvellous—he professed to be ashamed of polluting my room," said, "if he were 'stealing cups and sacred vessels in the Temple'—but he smoked on all the same—for three mortal hours!—talking like an angel—only rarely as if he were talking with a clever man, which, being a thing I am not used to, men always adapting their conversation to what they take to be a woman's taste—strained me to a terrible pitch of intellectual intensity. When Carlyle came home at twelve and found me all alone in atmosphere of tobacco so thick that you might have cut it with a knife his astonishment was considerable!"

### BANNED HYMN VERSES.

After a lively discussion on Dec. 10th, the Bath Education Committee decided to forbid the singing in schools of one verse each from two hymns. The offending verses are:

The rich man in his castle,  
The poor man at the gate,  
God made them high or lowly,  
And ordered their estate.

God has given each his station,  
Some have riches and high place,  
Some have lowly homes and labour,  
All may have His precious grace.

Mr. Van Sommer, who championed the "rich man in his castle" verse, said it was written before the idea of class hatred was preached by certain poisonous members of the community.

Mr. Cook, opposing the verse as a Labour man, resented the "red herring of patriotism" being introduced into the discussion. An attempt to ban both hymns entirely was defeated.

# PEPS

The colder weather soon finds the weak spots in our bronchial system. Bad colds, sore throat and bronchitis quickly follow a chill, unless we take the precaution of sucking a few Peps tablets to strengthen and

## PROTECT

the chest. When a Peps tablet is taken from its preserving silver wrapper and allowed to dissolve in the mouth, it gives off powerful medicinal and germicidal fumes that circulate with the breath through all the air-passages. Peps destroy any infectious germs in your mouth,

## THROAT

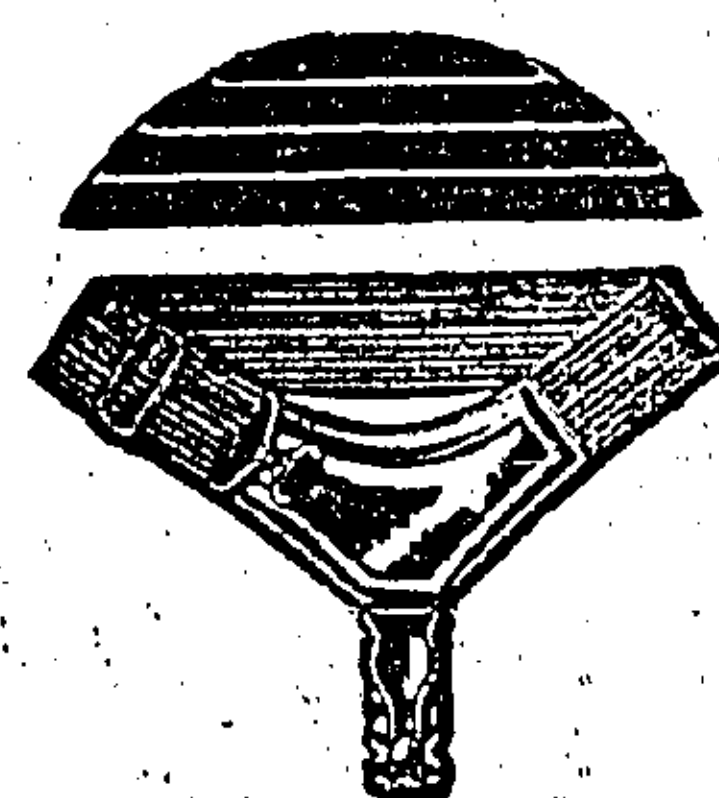
and nostrils. At the same time the sore, inflamed membrane is soothed and healed; phlegm is expelled from the bronchials; breathing is made easy; and that distressing cough and throat soreness ended. Peps keep trouble off the lungs

## & CHEST

and the most trying temperatures can be faced without fear of evil consequences. Always have Peps handy to arrest any sudden cold or chill, and prevent development of bronchitis or other chest weakness.

PEPS are obtainable of chemists and medicine dealers everywhere. In sound glass bottles, with printed directions in ten languages.

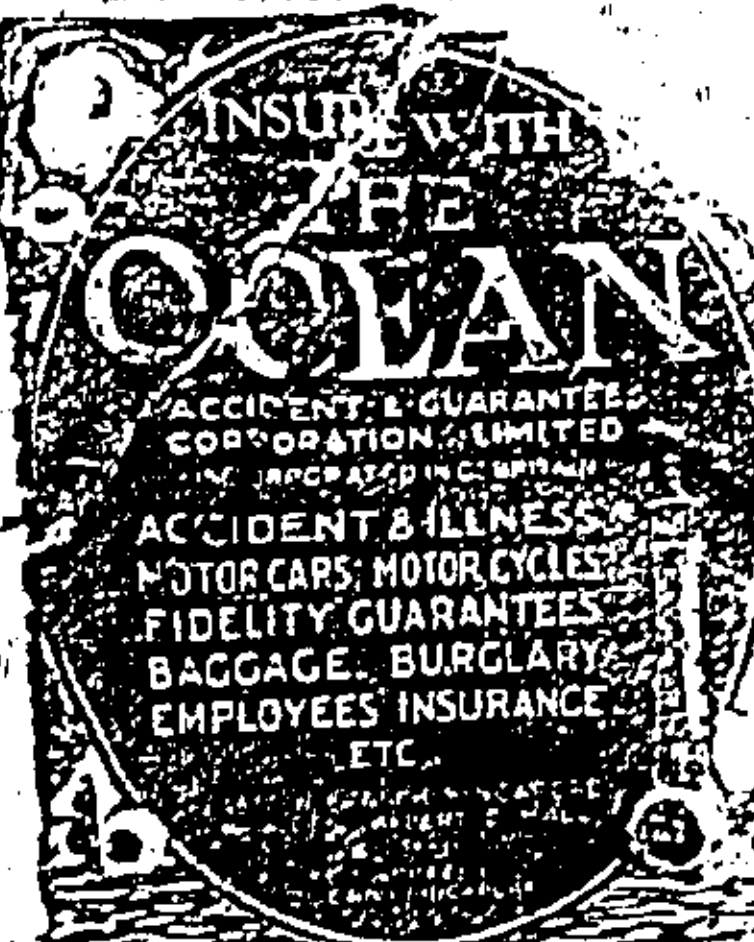
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## CLARET.

As a digestive and healthy Wine for Lunch or Dinner there is nothing to equal a good French Claret. Medical opinion is agreed as to its excellent dietetic properties. We can offer a large range of sound Bordeaux and the following Red and White Vintage Wines.

RED				DUTY PAID.
Chateau Latour	1918...	...	...	\$34.00 doz.
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Chateau Haut Brion	"	...	...	41.00 "
" LaFite	1918...	...	...	34.00 "
WHITE				
Chateau d'Audoubert	1914...	...	...	\$36.00 doz.
" Giraud	"	...	...	36.00 "
" Rabaud	1916...	...	...	31.00 "

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Mikasa Hotel	Miyajima	Kanaya Hotel	Tokyo Station Hotel
Mampel Hotel	Miyajima Hotel	Osaka	Tanji Sanyoku Hotel
Kobe	Miyajima Hotel	Osaka Hotel	Yokohama
Oriental Hotel	Fujiya Hotel	Shimonaka	Grand Hotel
Tor Hotel	Nagasaki	San-ya Hotel	

### IN TAIWAN (FORMOSA)

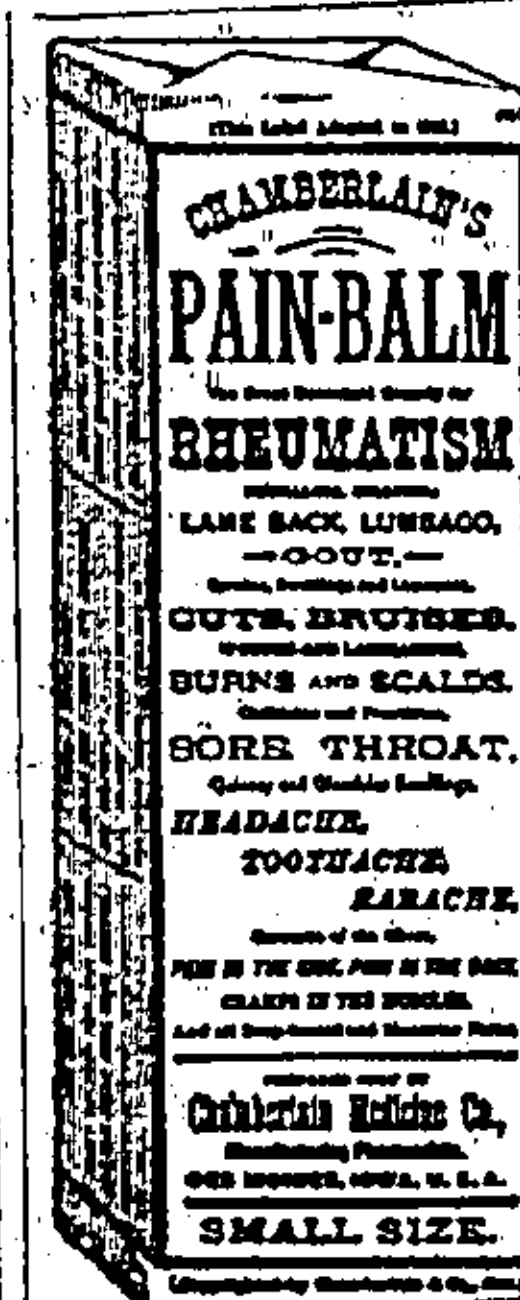
Taihoku:—Taiwan Railway Hotel

### IN CHOSŌN

Fusan	Fusan Station Hotel
Kailo (Seoul)	Chosen Hotel
Shinghai	Shinghai Station Hotel

### IN MANCHURIA

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Further Sailings	Expected on or about	Will leave homeward-bound on or about
S/S. "Kins"	4th February	6th March
S/S. "Erle"	6th February	"
M/S. "Java"	11th February	"
S/S. "Natal"	28th February	10th April
M/S. "Asia"	4th March	"

Subject to change without notice.

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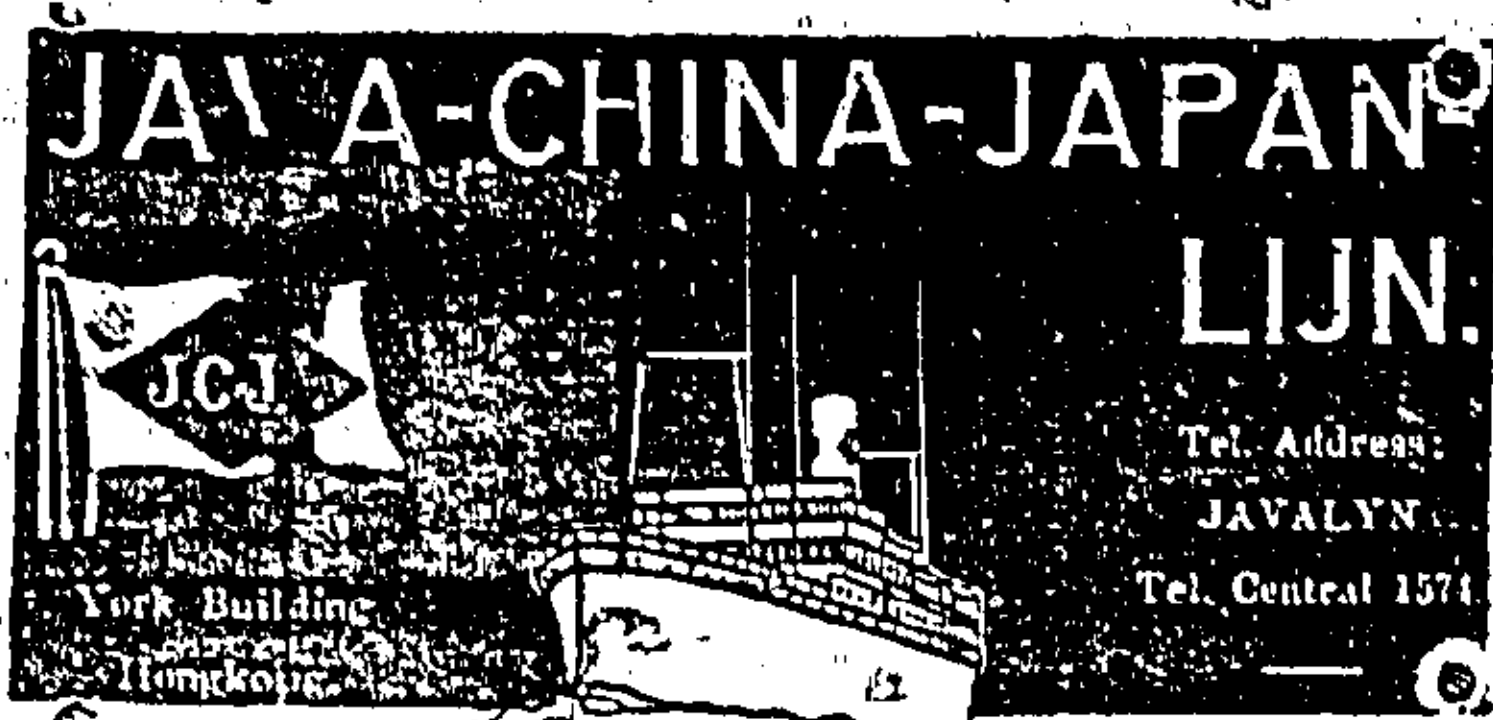
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TJIBONDARI	BANGKOK	12th Feb.	14th	BATAVIA
TJIBAROM	SHANGHAI	27th	19th	JAPAN
TJIBODAS	JAVA	25th	23rd	AMOI & SHANGHAI
TJIBANOEK	SHANGHAI	25th	23rd	BATAVIA
TJIBOET	JAVA	29th	2nd Mar.	MAKASSAR
TJIKEMBANG	JAVA	29th	3rd	SHANGHAI

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S.S. "MAPIA"	due Hongkong 17th Feb., 1924.
S.S. "OOSTERK"	11th Mar., "
S.S. "OOSTERK"	8th Apr., "

Sailings to Europe subject to alterations.

Steamers	For	Sailing on or about
S.S. "OLDEKERK"	Amsterdam, Rotterdam, Hamburg & Bremen	8th Feb., 1924.
S.S. "SAPAROE"	Amsterdam, Rotterdam, Hamburg & Bremen	1st Mar., "
S.S. "MAPIA"	Amsterdam, Rotterdam, Hamburg & Bremen	1st Apr., "
S.S. "OOSTERK"	Amsterdam, Rotterdam, Hamburg & Bremen	1st May, "

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Per P. M. s.s. President Taitt.—Mr. F. Bumann, Mr. and Mrs. Mary E. Fowler, Mr. and Mrs. S. G. Hayes, Mr. A. Groeger, Mr. F. T. Kingsley, Mr. A. Lafuente, Mr. J. A. Liu, Mr. J. Maou, Mr. and Mrs. J. W. Mayhew, Miss E. M. Macpherson, Mr. J. H. Macpherson, Mr. Mr. J. G. Owsley, Mrs. F. T. Shotwell, Mr. D. E. Smith, and Mr. and Mrs. Wm. R. Walters.

## DEPARTURES.

Per s.s. Empress of Russia, from Hongkong, on February 7th.—Rev. H. B. Mansell, Mr. H. E. Barnett, Mr. W. Shultz, Mr. A. Perio, Miss S. Bancroft, Miss E. Lawson, Mr. P. E. Snell, Mr. H. E. Arnold, Mr. H. Briggs, Miss F. R. Montrose, Mr. L. F. Campbell, Mr. and Mrs. A. S. Debenham, Mr. H. de Leeuw, Mr. Jas. R. Hopkins, Mr. and Mrs. J. McArthur, Mr. D. Vandersteen, Mr. and Mrs. Wm. Wasserman, Miss E. M. Duncan, Mr. W. C. Reeve, Capt. Jns. Campbell, Mr. S. T. Kio, Miss Elaine and Florence Kwan, Mrs. L. K. Ryan, Mrs. Lee Jensen, Mr. J. L. Durand, Miss E. Bell, Mr. J. S. Parker, Miss E. Cohen, Mr. and Mrs. O. Wigg, Miss F. Neave, Mr. and Mrs. P. H. Christensen, Mr. and Mrs. J. C. Deking Dura, Miss A. and G. Lee, Mr. C. W. Reeve, Mr. and Mrs. P. Drummond, Mr. L. Kadourie, Mr. E. Kadourie, Mr. E. S. Kadourie, Capt. W. Davidson, Dr. and Mrs. J. W. Moore, Capt. J. Crammiller, Mr. P. J. Ryeroff, Mr. P. H. Holdsworth, Mr. A. B. Thompson, Mr. and Mrs. W. S. Davies, Mr. and Mrs. J. Struthers, Mr. and Mrs. Peterson, Mr. and Mrs. F. H. Smith, Mr. and Mrs. P. Feches, Mr. J. J. Tonn, Mr. R. Rein, Mr. W. Grabbert, Mr. A. Perio, and Mr. G. Waller.

## SHIPPING MOVEMENTS.

The P. & O. Co.'s s.s. Kashmir left Shanghai for this port on the 7th inst. at noon, and is due here on the 10th inst. (Sunday), at about 6 a.m.

The B.I. and Apeir Line's s.s. Takoda left Singapore for this port on the 6th inst. p.m., and is due here on the 12th inst., 2 a.m.

The Hugo-Stinnes-Linien s.s. Adolf F. Bayer, which left this port on December 6th, arrived at Naples on the 24th ult.

The Hugo Stinnes Linien s.s. Albert Vogler left Singapore (via Manila) for this port on the 6th inst. at 3-4 p.m.

The s.s. Atrina (Blue Funnel Line), from Liverpool, left Singapore on the 7th inst. for this port and is due here on the 13th.

The s.s. Agapaur (Blue Funnel Line), left for Amsterdam, London and Antwerp, left Kobe at daylight on the 7th inst. for this port and is due here on the afternoon of the 11th inst. She will be despatched at 4 p.m. on the 12th.

The s.s. Calypso (Blue Funnel Line), left Port Said on the 1st inst. for Marseille, London and Rotterdam.

The s.s. Calypso (Blue Funnel Line), left Port Said on the 2nd inst. for Boston and New York.

The s.s. Troilus (Blue Funnel Line), left Liverpool on the 3rd inst. for Hongkong, Shanghai, Taku and Daire, and is due here on or about March 7th.

The T.K.K. s.s. Tatyga Maru arrived at Yokohama, on February 6th, from Honolulu and San Francisco.

The T.K.K. s.s. Shingo Maru arrived at Manila on February 3rd, and sailed on February 4th for Shanghai.

The T.K.K. s.s. Rakuyo Maru arrived at Yokohama on February 4th and sails to-day for Hawaii, San Francisco and South America.

The M.M. cargo-boat Yalou advertised to arrive here on the 10th inst. will arrive to-day, the 8th inst., in the morning.

The M.M. s.s. Chibbi, from Marseilles, is due to leave Saigon to-day, the 5th inst., and is expected to arrive here on Monday morning, the 11th inst.

The P.M. s.s. President Cleveland is due to arrive at Yokohama from Honolulu to-day (February 5th).

The P.M. s.s. Lake Fielding arrived at Rangoon, from Penang, on February 4th.

The P.M. s.s. Lake Gilpin was due to sail from Singapore for Hongkong on February 3rd.

The Admiral Oriental Line's s.s. Bakersfield, which is due at this port on or about February 20th, will sail from Shanghai for Foochow, Amoy, and Swatow on February 9th.

The Dollar Steamship Line's s.s. Virginia Dollar, which is due at this port on or about February 24th, sailed from San Francisco for Yokohama, Kobe and Shanghai on January 11th.

The Dollar Steamship Line's s.s. Hayes, which is due at this port on March 3rd, sailed from San Francisco on February 2nd, on schedule.

The Admiral Oriental Line's s.s. Jefferson, which is due at this port on February 11th, sailed from Kobe on February 5th, on schedule. She has on board 254 sacks of U.S. mail for Hongkong.

The Admiral Oriental Line's s.s. Jackson, which is due at this port at 7 a.m. to-day, left Manila at 5 p.m. on February 6th. She will sail for Victoria and Seattle, via Shanghai and Japan, at 10 a.m. on February 10th.

## VESSELS EXPECTED

Denroch (Ben Line), due Feb. 10th.  
Cochin Maru (O.S.K.), due Feb. 5th.  
Chibbi (M.M.), due February 12th.  
Kikano Maru (N.Y.K.), due Feb. 13th.  
Maybashi Maru (N.Y.K.), due Feb. 12th.  
Merionia (Blue Funnel), due Feb. 20th.  
Naldora (P. & O.), due Feb. 8th, 6 a.m.  
Nelson (Blue Funnel), due March 22nd.  
Porthos (M.M.), due February 26th.  
Seattle Maru (O.S.K.), due Feb. 8th.  
Shidzuka Maru (N.Y.K.), due Feb. 13th.  
Tamba Maru (N.Y.K.), due Feb. 17th.  
Telesia (Blue Funnel), due Feb. 15th.  
Yalou (M.M.), due February 10th.

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## INDO-CHINA

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MANILA	SAILINGS	SUBJECT TO ALTERATION.	
STRAITS & CALCUTTA	YUENSANG	Saturday, 9th Feb., 11 a.m.	
SHANGHAI via SWATOW	MAUSANG	Saturday, 9th Feb., 3 p.m.	
HAIPHONG via HOIKOW	LOKSANG	Sunday, 10th Feb., 7 a.m.	
SHANGHAI via SWATOW	MINGSANG	Sunday, 10th Feb., 10 a.m.	
BANGKOK via SWATOW	ESANG	Tuesday, 12th Feb., 7 a.m.	
TSINGTAU via SWATOW	HANGSANG	Tuesday, 12th Feb., Noon.	
YOKOHAMA via MOJI & KOBE	TAKSANG	Wednesday, 13th Feb., 7 a.m.	
STRAITS & CALCUTTA	LAISANG	Wednesday, 13th Feb., Noon.	
KOBE via SHANGHAI	KUTSANG	Wednesday, 13th Feb., 3 p.m.	
SANDAKAN	HOSANG	Saturday, 23rd Feb., Noon.	
	HINSANG	Tuesday, 28th Feb., 1 p.m.	

**ALCUTTA LINE**—This line affords regular sailings to Calcutta, Fuzang and Singapore, returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Wireless and carry a fully-qualified Surgeon.

**SHANGHAI LINE**—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued at Northern and Yangtze Ports via Shanghai.

**MANILA LINE**—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

**HAIPHONG LINE**—Sailings approximately weekly for passengers and cargo calling at Haikow when Indonesian offers.

**BOHNEO LINE**—Fortnightly sailings to and from Sandakan by two 1,000 tons steamers, "HINSANG" and "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken at through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Dato.

**TIEN-TSIN LINE**—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chiaofoo.

**BANGKOK LINE**—A weekly service is provided between Hongkong and Bangkok via Swatow, by five steamers fitted with up-to-date passenger accommodation.

## CALCUTTA LINE

s.s. "MAUSANG" will be despatched on or about Saturday, 9th Feb., at 3 p.m., for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, MADRAS, PORT SWATTENHAM and DUTCH EAST INDIES.

For Freight or Passage apply to—

**Jardine, Matheson & Co., Ltd.**

TELEPHONE CENTRAL No. 215.

GENERAL MANAGERS

## GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K.—STRAITS, CHINA &amp; JAPAN SERVICE OUTWARDS. HOMEWARDS.

Vessel	Due Hongkong	Vessel	Leaves Hongkong	Discharges
"PEMBROKESHIRE"	10th Feb.	"GLENBEG"	10th Feb.	1st Mar.
"RADNORSHIRE"	28th Feb.			Genoa, London, Rotterdam & Hamburg.

Movements are subject to change without notice.  
For freight or further particulars please apply to—

**Jardine, Matheson & Co., Ltd.**  
**The Glen Line, Ltd.** AGENTS.

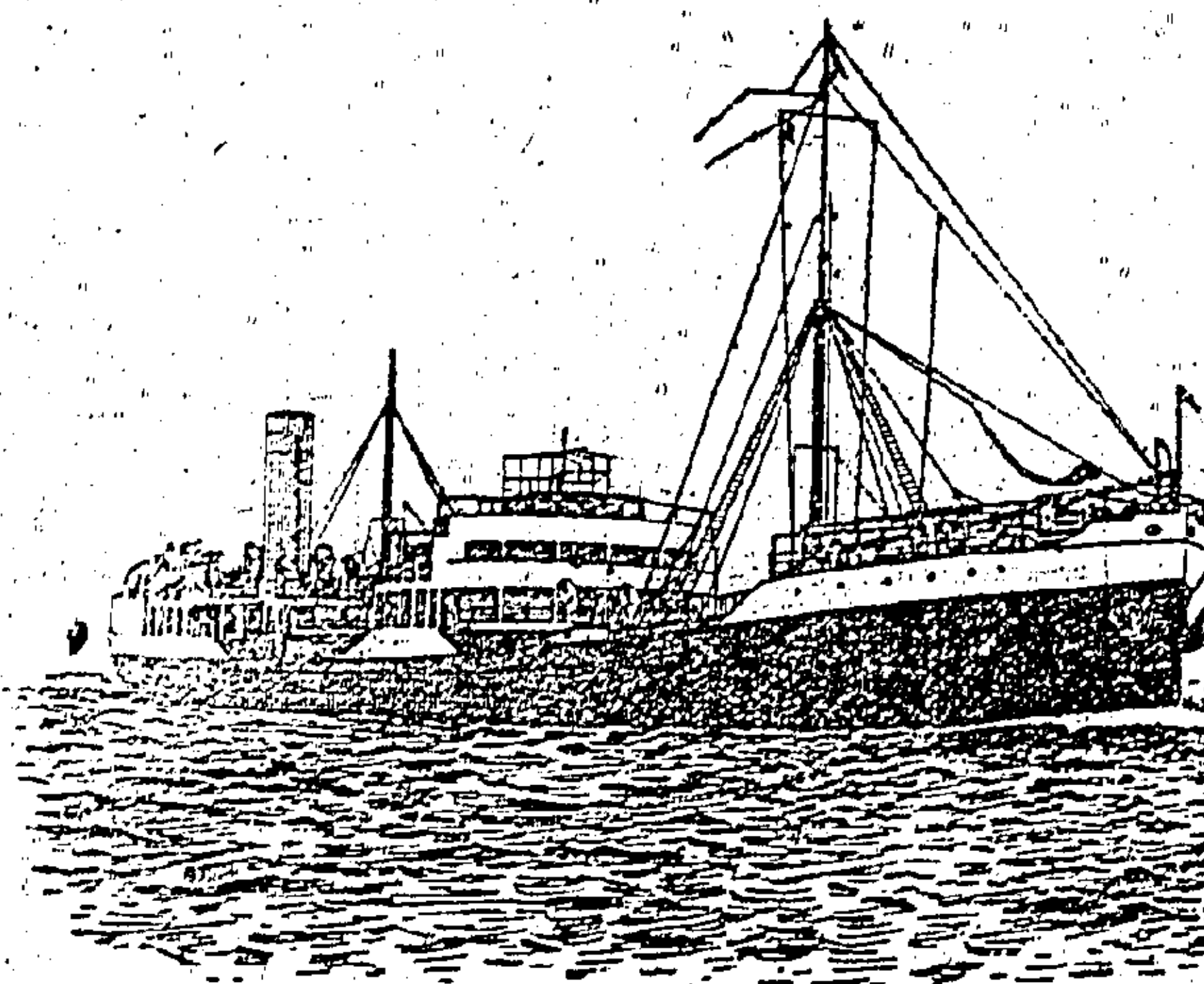
Telephone: Central No. 215 sub-ex. 15 and Central 2593

## THE HONGKONG &amp; WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS: "MANIFESTO," HONGKONG.

Codes Used: A1, A.B.C. Fifth Edition; Engineering: First and Second Edition Western Union and Watkins, Benson's, Marconi.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Founders, Forge Masters, Electricians



OIL TANK STEAMER "PALUDINA"

427' 0" 55' 1" 21' 0" 8,400 tons d.w. x 3,100 H.P.

Built by THE HONGKONG & WHAMPOA DOCK CO., LTD., at KOWLOON DOCKS to the order of THE ANGLO SAXON PETROLEUM CO., LTD., being one of four similar vessels built in these WORKS to the same order.

Please address enquiries to the Chief Manager:

**R. M. DYER, B. Sc., M.I.N.A., Kowloon Dock, HONGKONG.**



## SHIPPING NEWS

## ARRIVALS.

February 8th.

*Corona*, Norwegian str., 1,952 tons, Capt. S. J. Leifsson, from Chin Wang Tao, with coal, lying at buoy No. 833—Doddwell & Co.

*Empress of Australia*, British str., 12,292 tons, Capt. A. J. Bailey, R.N.R., from Vancouver and Shanghai, the former port she left on January 17th and the latter February 4th, with a general cargo, lying at buoy No. A1—C. P. S. Ltd.

*Edin*, Norwegian str., 3,544 tons, Capt. C. A. Arendt, from Singapore, with a general cargo, lying at buoy No. A1—John Manners & Co.

*Alfred*, British str., 4,732 tons, Capt. D. Mansfield, from Shanghai, with a general cargo, lying at buoy A3—B. & S.

*President Taft*, American str., 11,121 tons, Capt. G. T. Janney, from San Francisco, with a general cargo, lying at Kowloon Godowns wharf—P. M. S. S. Co.

*Shan Lo*, British str., 1,566 tons, Capt. M. Robinson, from Saigon, with rice lying at buoy No. 126—Doddwell & Co.

*Sudan*, British str., 1,217 tons, Capt. E. J. Thompson, R.N.R., from Bombay and Haiphong, with a general cargo, lying at Kowloon wharf—Mackinnon, Mackenzie & Co.

*Taiho Maru*, Japanese str., 1,135 tons, Capt. H. Arai, from Shanghai and Swatow, with a general cargo, lying at Kowloon wharf—N.Y.K.

*Tsingtau*, Chinese str., 882 tons, Capt. T. Azuma, from Bangkok, with a general cargo, lying at buoy No. 122—Kwang Ming Seng.

*Telamon*, British str., 1,340 tons, Capt. A. W. Hall, from Saigon, with a general cargo, lying at buoy No. B2—Wo Fat Shing.

*Tsushima Maru*, Japanese str., 6,999 tons, Capt. R. Tsurumaru, from Hamburg, with a general cargo, lying at Kowloon wharf—N.Y.K. Branch.

February 7th.

*Akita Maru*, Japanese str., 3,517 tons, Capt. H. Kuno-hita, from Moji, with a general cargo, lying at Kowloon wharf—N.Y.K. Branch.

*Alpa Maru*, Japanese str., 1,961 tons, Capt. A. Kobayashi, from Moji, with a general cargo, lying at buoy No. A33—O.S.K.

*Batavia Maru*, Japanese str., 2,739 tons, Capt. J. Miyahara, from Sandakan, with a general cargo, lying at buoy B55—O.S.K.

*Thunberg*, British str., 1,556 tons, Capt. J. S. Thomson, from Saigon, with a general cargo, lying at buoy No. C16—Yuen Shing Fat.

*Hung Sing*, British str., 1,335 tons, Capt. R. H. McKinnon, from Bangkok and Swatow, with a general cargo, lying at buoy No. B12—J. M. & Co.

*Kristina*, British str., 1,572 tons, Capt. A. J. Scott, from Bangkok, and Swatow, with a general cargo, lying at buoy No. B11—B. & S.

*Syrin*, British str., 4,324 tons, Capt. G. J. Caldwell, from Southampton and Singapore, lying at Admiralty No. 9, Mackinnon, Mackenzie & Co.

*Vulcanus*, Dutch str., 707 tons, Capt. W. Zeylmaier, from Tamsui, lying at A. P. wharf—Asiatic Petroleum & Co.

## CLEARANCES.

February 7th.

*Akita Maru*, for Singapore.

*Antelope*, for Shanghai.

*Alpa Maru*, for Takao.

*E. Seng*, for Canton.

*Edin*, for Haiphong.

*Hemlock*, for Shanghai.

*Hop Sing*, for Bangkok.

*Isahaya Maru*, for Shanghai.

*Kasura*, for Haiphong.

*Mentor*, for Saigon.

*Mackinnon Maru*, for Saigon.

*Nango Maru*, for Swatow.

*Perin*, for Shanghai.

*Prez Taft*, for Manila.

*Taiho Maru*, for Haiphong.

*Taiho Maru*, for Canton.

*Telamon*, for Swatow.

*Tsushima Maru*, for Canton.

## HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, February 7th.

	Previous Day at 2 p.m.	On Date at 5 a.m.	On Date at 2 p.m.
Barometer	29.78	29.80	29.78
Temperature	73	67	73
Humidity	86	86	83
Wind Direction	SSW	NW	Calm
Force	5	1	0
Weather	s	od	of
Rain	0.03	0.00	1.59

Highest open-air temperature on 6th ... 73  
Lowest open-air temperature on 7th ... 65

## THE EAST ASIATIC CO., LTD., COPENHAGEN.

**THE S/S "ERLE"**

having arrived. Consignees of Cargo are hereby informed that all Goods are being landed and placed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd. where delivery can be obtained as soon as the goods are landed.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th of February, 1924, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined by Messrs. Goldard and Douglas on the 13th February, 1924, at 10 a.m.

All Claims against the vessel must be presented to the undersigned before the 17th February, 1924, or they will not be recognized. No Fire Insurance will be effected.

Bills of Lading will be countersigned by **JOHN MANNERS & CO., LTD.**, Agents.

Hongkong, 6th February, 1924. [309]

## "OLEN" LINE, LIMITED.

## NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM AND STRAITS.

## THE Steamship

## "GLENSANDA"

having arrived from the above ports. Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd. where delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 7th February 1924, at 4 p.m., will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined in the presence of Consignees by Messrs. Goldard & Douglas, on 7th February, 1924, at 10 a.m. Claims against the Steamer including those for cargo short delivered must be presented on the special form provided, and must also be submitted within 30 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by **JARDINE, MATHESON & CO., LTD.**, Agents.

Hongkong, 31st January, 1924. [280]

## NOTICE TO CONSIGNEES.

## OCEAN STEAMSHIP CO., LTD.

## CHINA MUTUAL STEAM NAVIGATION CO., LTD.

FROM NEW YORK VIA MANILA.

**CONSIGNEES** per Company's Steamer **ANTILOCUS**

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignees' risk and subject to terms and conditions of storage at Holt's wharf. The Cargo will be ready for delivery from Godown on and after 4th February.

Optional Cargo will be landed, unless notice has been given prior to Steamer's arrival.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 13th February, will be subject to rent.

All claims against the steamer must be presented to the undersigned on or before the 28th February, or they will not be recognized. No Fire Insurance will be effected.

**BUTTERFIELD & SWIRE**, Agents.

Hongkong, 3rd February, 1924. [300]

## NOTICE TO CONSIGNEES.

## THE PENINSULAR &amp; ORIENTAL STEAM NAVIGATION CO.'S STEAMER "PERIM"

ARRIVED HONGKONG ON 4TH FEBRUARY, 1924.

FROM ANTWERP, LONDON, PORTSAID, COLOMBO AND STRAITS.

**CONSIGNEES** of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as the Goods are landed.

Optional goods will be landed here unless instructions have been given to the contrary six hours before arrival of the steamer.

Goods not cleared within 8 days, including date of arrival will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. Goldard & Douglas, at 10 a.m. on Mondays and Thursdays.

All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, where they will be examined by Messrs. Goldard & Douglas.

**MACKINNON, MACKENZIE & CO.**, Agents.

Hongkong, 4th February, 1924. [304]

## NOTICE TO CONSIGNEES.

## OCEAN STEAMSHIP CO., LTD.

## AND CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamer

**"DEMODOCUS"**

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignees' risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 4th February.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the free storage period.

No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 13th February, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 28th February, or they will not be recognized. No Fire Insurance will be effected.

**BUTTERFIELD & SWIRE**, Agents.

Hongkong, 4th February, 1924. [301]

## VISITORS TO CANTON

Should Purchase

BY THE PEARL RIVER

BY

CAPTAIN C. Y. LLOYD

With Illustrations, Maps and Flags.

PRICE ... \$1.75.

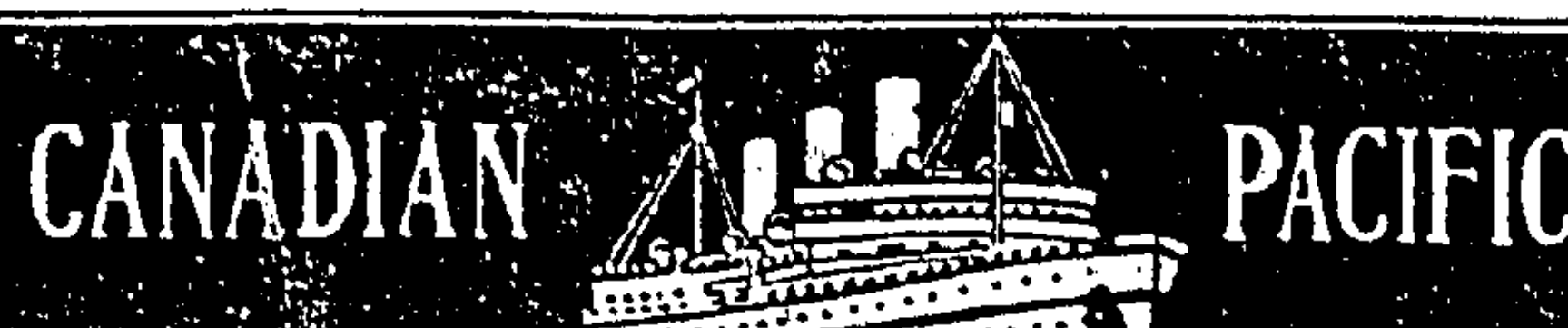
On Sale at

Hongkong: "DAILY PRESS" Office.

Messrs. KELLY &amp; WALSH, LTD.

Messrs. BRUCE &amp; CO.

Canton: Messrs. A. S. WATSON &amp; CO.



## HOME VIA CANADA

**Hongkong to England**

via Shanghai, Nagasaki, Kobe, Yokohama, Vancouver, Montreal & Quebec.

From Hongkong	Due Vancouver	From Vancouver	Due England
Empress Australia	Feb. 22	Mar. 12	McIlita
Empress Asia	Mar. 13	Mar. 31	Montrose
Empress Russia	Apr. 3	Apr. 21	Montroyal
			May 2

Other Atlantic Sailings every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg. Allocation of Cabins on Atlantic steamers held here and through tickets issued. Early reservation necessary.

**HONGKONG-MANILA SERVICE**

Commencing with the arrival of the *Empress of Russia*, 25th March, the *Empress of Russia* and *Empress of Asia* will make the round trip to Manila from Hongkong, leaving Hongkong on Wednesday after arrival, arriving Manila, Friday Morning, leaving Manila Saturday Evening and arriving Hongkong Monday Morning, 7 a.m.

Three Trans-continental Trains Daily. Standard Sleeping Cars, Compartments & Drawing Rooms. Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

## "CANADIAN PACIFIC THROUGHOUT"

Passenger Department: Tel. 752. Cables: GACANPAO.  
Freight and Express: Tel. 49. Cables: NAUTILUS.

## T. K. K.

## THE PATHWAY OF THE SUN

**REDUCED FARE TO EUROPE.**

First class throughout £120 [Mono class steamers on the Atlantic £112-£110]

**HONGKONG TO SAN FRANCISCO.**

VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND HONOLULU.

STEAMERS LEAVE HONGKONG

*SIRENA MARU* (calling at Dairen) ... 20,000 tons, Feb. 17th, 1924.

*TAIYO MARU* ... 25,000 tons, Mar. 14th (from Kobe)

*TENYO MARU* ... 20,000 tons, Mar. 27th

*KOBEA MARU* ... 20,000 tons, Apr. 8th, 1924.

*SHINYO MARU* ... 23,000 tons, Apr. 23rd (from S'hai)

**HONGKONG TO VALPARAISO.**

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, MANZANILLO, BALBOA, CALLAO, MOLENDINO, ARIKA AND IQUIQUE.

THROUGH BY TRANS-AMERICAN ROUTE TO BUENOS AIRES.

STEAMERS LEAVE HONGKONG

*GINYO MARU* ... 16,000 tons, March 13th.

*ANYO MARU* ... 17,700 tons, April 24th.

*SEIYO MARU* ... 14,000 tons, June 10th.

*RAKUYO MARU* ... 18,500 tons, July 19th.

Through Bills of Lading issued to all United States Overland Points; also via Panama Canal Lines to Atlantic Ports.

For full information regarding Passengers, Freight and Sailings, Apply to: **Y. TSUTSUMI, Manager.** King's Building, Tel. Nos. C. 274 & 275.

Agents at Canton: Messrs. T. E. GRIFFITH.

## STRUTHERS &amp; BARRY

OPERATING U.S. GOVERNMENT SHIPS.

## EXPRESS FREIGHT SERVICE.

FOR SAN FRANCISCO AND LOS ANGELES

FROM HONGKONG BY DIRECT ROUTE.

U.S.S. "West Carmona" ... Due Hongkong 13th Feb. Leave Hongkong 15th Feb.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WHARF 1

SAILINGS FOR ATLANTIC SEAPORT PORTS, THROUGH BILLS OF LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

FOR SAIGON, SINGAPORE, MANILA AND P. I. PORTS.

U.S.S. "West Ivan" ... Due Hongkong 5th Mar. Leave Hongkong 6th Mar.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED

FOR MANILA AND P. I. PORTS DIRECT.

U.S.S. "West Cajoc" ... Due Hongkong 20th Feb. Leave Hongkong 21st Feb.

FOR FULL INFORMATION APPLY TO

STRUTHERS AND BARRY.

L. H. MURKETT, General Agent for

JAPAN-CHINA-PELIPINES, INDO-CHINA-STRAITS &amp; JAVA.

1st Floor, Queen's Building, Phone Central No. 2008.

G. P. BRADFORD, Res. Agent

[123]

## THE RED HAND

## COMPOSITIONS LIMITED, LONDON.

Contractors to the Admiralty, India Office, War Office, Crown Agents for the Colonies, &amp;c.

## "THE RED HAND BRAND."

Antifouling Compositions for Ships' Bottoms, Anticorrosive Paints, Ready mixed, for all purposes.

Supplies available from:

DODWELL &amp; CO., LTD. SOLE AGENTS.

[1123]

## PACIFIC MAIL

STEAMSHIP COMPANY

MANAGING AGENTS-UNITED STATES SHIPPING BOARD

## TRANSPACIFIC SERVICE

FAST NEW AMERICAN STEAMERS TO

## SAN FRANCISCO

VIA

SHANGHAI, KOBE, YOKOHAMA &amp; HONOLULU

S.S. "PRESIDENT TAFT" ... Friday, Feb. 15th, at 10 a.m.

S.S. "PRESIDENT CLEVELAND" ... Wednesday, Feb. 27th, at 10 a.m.

Sailing and Fares subject to Change Without Notice.

## LOW FARES TO EUROPE

LOCAL EQUIVALENT OF

£120 £112 £110

WITH STOP OVER PRIVILEGES AT PORTS OF CALL AND POINTS IN UNITED STATES.

VISIT	CONNECTING WITH ANY	VISIT
SAN FRANCISCO	DIRECT TRANS-CONTIN.	YOSEMITE
LOS ANGELES	RAILWAY AND	GRAND CANYON
SALT LAKE	ATLANTIC STEAMERS.	FEATHER RIVER
CHICAGO		YELLOW STONE PARK
NEW YORK		NIAGARA FALLS.

## HONGKONG-MANILA

S.S. "PRESIDENT CLEVELAND" ... Monday, Feb. 18th, at 4 p.m.

## HONGKONG-CALCUTTA

FREIGHT ONLY

CALCUTTA via SINGAPORE, PENANG &amp; RANGOON.

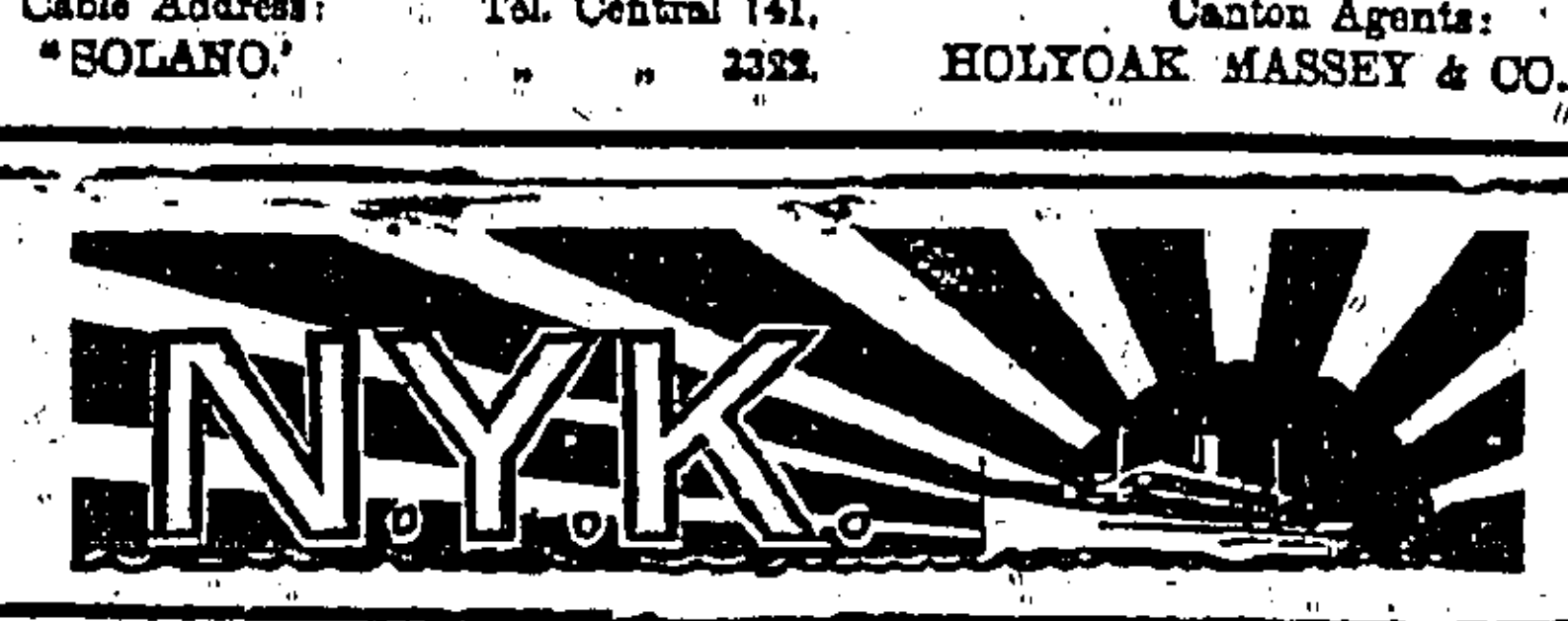
S.S. "LAKE GILPEN" ... Tuesday, Feb. 19th, 1924, at 5 p.m.

For Full Information regarding Rates, Space, etc., Apply to-

## PACIFIC MAIL STEAMSHIP CO., LTD.

1st Floor, Queen's Building, Hongkong.

Cable Address: Tel. Central 141. Canton Agents: "SOLANO" 2322. HOLYOAK MASSEY &amp; CO., LTD.



SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE &amp; VANCOUVER via Shanghai, Japan ports.

Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada.

Through passage rates to Europe via America G-4405, G-4420, G-4440

SHIDZUOKA MARU ... Friday, 22nd Feb., at 11 a.m.

YOKOHAMA MARU ... Sunday, 8th Mar.

MARSEILLES, LONDON &amp; ANTWERP via Singapore, &amp;c.

FUJIMI MARU ... Wednesday, 13th Feb., at 11 a.m.

HAKOZAKI MARU ... Wednesday, 27th Feb.

HAMBURG via LONDON &amp; ROTTERDAM.

MITO MARU ... Middle of Feb.

LIVERPOOL via MARSEILLES &amp; VALENCIA.

DURBAN MARU ... Middle of March.

SYDNEY &amp; MELBOURNE via Manila, &amp;c.

AKI MARU ... Sunday, 17th Feb., at 11 a.m.

TANGO MARU ... Wednesday, 19th Mar.

NEW YORK &amp; BOSTON via PANAMA.

MAYBASHI MARU ... Wednesday, 13th Feb.

BUENOS AIRES via Singapore, Durban &amp; Cape Town.

KAMAKURA MARU (calling Delagoa Bay, Port Elizabeth) ... Sunday, 17th Feb.

BOMBAY via Singapore and Colombo.

HAKODATE MARU ... Friday, 8th Feb.

BENGAL MARU ... Friday, 15th Feb.

CALCUTTA via Singapore, Penang &amp; Rangoon.

AKITA MARU ... Friday, 8th Feb.

OSAKA MARU ... Friday, 15th Feb.

NAGASAKI, KOBE &amp; YOKOHAMA.

TANGO MARU ... Thursday, 14th Feb.

SHANGHAI, KOBE &amp; YOKOHAMA.

KITANO MARU ... Wednesday, 13th Feb.

TAMBA MARU ... Monday, 18th Feb.

AWA MARU ... Monday, 18th Feb.

HURUNA MARU ... Tuesday, 26th Feb.

For further information apply to-

NIPPON YUSEN KAISHA

Telephone: Central Nos. 294, 295 &amp; 2422. Y. YAMAMOTO, Manager.

## W. S. BAILEY &amp; CO., LTD.

SHIPBUILDERS, MARINE AND LAND ENGINEERS

builders of Vessels up to 1,500 Tons; Fast Steam Launches and Motor Craft of all kinds; Tugs, Barges, Oil Tankers, Light-draft and River Steamers; Vessels built and shipped for re-creation abroad.



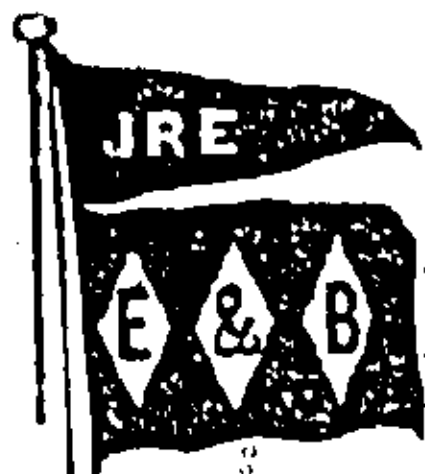
ESTABLISHED FOR BOAT "LION" BUILT BY W. S. BAILEY &amp; CO., LTD.

Boilers, Makers Founders and Constructional Engineers and Repairers



ELLERMAN

BUCKNALL



STEAMSHIP

COMPANY, LTD.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

"CITY OF CANTERBURY" ..... 21st February ..... Marseilles, London, Rotterdam &amp; Harburg.

## PASSENGER SERVICE.

"CITY OF YORK" ..... 18th February ..... Shanghai & Kobe;  
 "CITY OF CANTERBURY" ..... 21st February ..... Marseilles, London, etc.  
 "CITY OF YORK" ..... 30th March ..... Do  
 "CITY OF CAIRO" ..... 18th April ..... Do

## FARES TO LONDON.

Single 1st Class "A" £2 5s. "B" £2 4s. 2nd Class "A" £1 10s. "B" £1 8s.  
 Return "A" £3 10s. "B" £3 4s. 1st Class "A" £4 10s. "B" £4 8s.  
 Cargo Steamers, Saloon Passage £56.

For further particulars apply to—

THE BANK LINE, LTD.  
(Tel. Central 780).

HOLYOAK, MASSEY &amp; Co., Ltd., CANTON.

## BOSTON AND NEW YORK

Joint Service of the

## "BLUE FUNNEL" LINE

(OCEAN S.S. CO. LTD., AND CHINA MUTUAL S.S. CO. LTD.)

AND

## AMERICAN &amp; MANCHURIAN LINE

(ELLERMAN &amp; BUCKNALL S.S. CO. LTD.)

## Sailings from Hongkong.

"EURYATES" ..... via Suez Canal ..... 15th Feb.  
 "IXION" ..... via Suez Canal ..... 21st Feb.  
 "KABINGA" ..... via Suez Canal ..... 2nd Mar.  
 "CITY OF MANILA" ..... via Suez Canal ..... 11th Mar.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to— BUTTERFIELD &amp; SWIRE, THE BANK LINE, LTD., HONGKONG.

HONGKONG AND CANTON

HOLYOAK, MASSEY &amp; CO., LTD., CANTON.

M.

## MESSAGERIES MARITIMES

M.

## SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	P.N. Arr. at Hongkong and Sailing for Shanghai and Japan.	Probable Sailing from Hongkong for Marseilles.
"CORDILLERE"	—	—	15th Feb.
"ANGERS"	—	—	3rd Mar.
"CHILI"	10th Jan.	11th Feb.	8th Mar.
"PORTHOS"	24th Jan.	26th Feb.	23rd Mar.
"AMAZONE"	7th Feb.	11th Mar.	6th April.
"ANGKOR"	21st Feb.	25th Mar.	20th April.

## RATES OF PASSAGE MONEY TO MARSEILLES.

(Including Table Wine and Free Doctor's Attendance).

A Class (1st Class) £5 0s. 0d. B Class (1st Class) £4 8s. 0d.  
 Steamers (2nd) £3 0s. 0d. Steamers (2nd) £2 8s. 0d.

Through Tickets to London and Leaving Towns of Europe.

Accommodation received in the Trains at Marseilles.

LIGNE COMMERCIALES (Casse Boats).

"LT. DE MISSISSY" loading for HAVRE, ANTWERP,

&amp; DUNKIRK, about 21st February.

Also through Bill of Lading issued to HELSINKI, REVAL and RIGA.

Sailings subject to alteration without notice.

For full Particulars apply to—

MESSAGERIES MARITIMES CO.,

1, Queen's Building,

Telephone: Central 740.

CONSIGNATION—TRANSIT—REPRESENTATION.

## DOUGLAS STEAMSHIP CO., LTD.

## HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High-Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in staterooms, Saloons and Excellent cuisine.

FOR

## SWATOW, AMOY &amp; FOOCHEW

AND RETURN

(Occupying 9 or 10 Days)

HAIPHONG ..... Capt. Ellis Walker ..... Friday, 8th Feb. at 1 p.m.  
 HAICHING ..... Capt. A. H. Stewart ..... Tuesday, 12th Feb. at 1 p.m.  
 HAICHONG ..... Capt. W. C. Passmore ..... Friday, 15th Feb. at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS LAPRAIK &amp; CO.,

General Manager.

## JAPAN COAL

AND

## GENERAL IMPORTS &amp; EXPORTS

AGENTS FOR—

THE MITSUBISHI MARINE & FIRE INSURANCE CO.  
THE NISSAN MARINE & FIRE INSURANCE CO.

## MITSUBISHI SHOJI KAISHA

(MITSUBISHI TRADING CO., LTD.)

HEAD OFFICE—TOKIO.

No. 14, PEDDER STREET, HONGKONG

P. & O., British India  
Apcar and  
Eastern & Australian  
Lines

(COMPANIES incorporated in ENGLAND)  
**MAIL AND PASSENGER SERVICES.**  
 STRAITS, JAVA, BORNEO, CEYLON, INDIA, PERSIAN GULF, WEST INDIES,  
 MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING  
 NEW ZEALAND & QUEENSLAND PORTS, AND RMA,  
 EGYPT, EUROPE, Etc.

PENINSULAR & ORIENTAL FORTNIGHTLY  
DIRECT ROYAL MAIL STEAMERS  
(Under Contract with H.M. Government.)

S.S.	Tonnage	From Hongkong (about)	Destination
"KASHGAR"	8,840	10th Feb. 4 p.m.	Mars., L'lon. & A'werp.
"SOUDAN"	8,896	20th Feb.	S'pore, Penang, Colombo & Bombay
"MOREA"	10,911	23rd Feb.	S'pore, Mars., London & Antwerp
"ALFPORE"	5,273	25th Feb.	Singapore & Bombay
"PERIM"	7,848	6th March	Singapore, Colombo & Bombay
"KARMALA"	9,088	8th March	Mars., London & Antwerp
"NAGPORE"	5,283	9th March	Singapore, Colombo & Bombay
"KIDDERPORE"	5,234	10th March	S'pore, Mars., L'lon. & A'werp.
"NADDERA"	15,593	22nd March	S'pore, Colombo & Bombay
"PADUA"	8,907	23rd March	S'pore, Penang, Colombo & B'bay
"SICILIA"	8,813	25th March	Marseilles, London & Antwerp
"KHYBER"	9,014	3th April	do.
"CHINA"	7,652	19th April	S'pore, Penang, Colombo & B'bay
"SOUDAN"	8,896	28th April	Marseilles, London & Antwerp
"KALYAN"	9,118	3rd May	do.
"PLASSY"	7,426	17th May	do.
"KASHMIR"	8,893	24th May	Mars., London & Antwerp
"KHIVA"	9,097	31st May	Mars., London & Antwerp
"KASHGAR"	8,840	14th June	do.
"MOREA"	10,911	28th June	do.
"KARMALA"	9,088	12th July	do.
"MALWA"	10,941	26th July	do.

## BRITISH INDIA - APCAR SAILINGS

"TANDA"	6,856	22nd Feb.	Singapore, Penang & Calcutta.
"TAKADA"	6,849	7th March	do.
"TORILLA"	5,205	4th April	do.
"JAFAN"	6,952	13th April	do.

## EASTERN &amp; AUSTRALIAN SAILINGS (South)

"EASTERN"	4,000	27th Feb.	Manila, Thursday Island,
"ARAFURA"	6,000	2nd Apr.	Townsville, Brisbane, Sydney & Melbourne.
"ST. ALBANS"	4,500	30th Apr.	do.

Frequent connections from Australia with the following—  
 The P. & O. Co's Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)  
 The P. & O. Branch Service of Steamers to London via the Cape  
 The New Zealand Shipping Co's Steamers for Southampton and London via Panama Canal.

## SAILING TO SHANGHAI &amp; JAPAN

"NALDERA"	15,993	8th Feb. 4 p.m.	Shanghai, Moji & Kobe
"TAKADA"	6,849	14th Feb.	Moji & Kobe
"KHYBER"	9,014	23rd Feb.	Shanghai, Moji & Kobe
"PADUA"	8,907	27th Feb.	do.
"KASHLORE"	8,853	8th Mar.	Shanghai & Kobe
"CHINA"	7,652	8th Mar.	Shanghai, Moji & Kobe
"ARAFURA"	6,000	8th Mar.	Moji & Kobe
"SICILIA"	8,813	13th Mar.	Shanghai.
"TORILLA"	5,205	13th Mar.	Moji & Kobe
"JAFAN"	6,952	22nd Mar.	do.
"KALYAN"	9,118	22nd Mar.	Shanghai, Moji & Kobe
"KASHMIR"	8,893	4th Apr.	do.
"ST. ALBANS"	4,500	4th Apr.	Moji & Kobe
"SOUDAN"	8,896	8th Apr.	Shanghai.
"PLASSY"	7,426	18th Apr.	Shanghai, Moji & Kobe
"KHIVA"	9,097	2nd May	do.
"EASTERN"	4,000	3rd May	Moji & Kobe
"KASHGAR"	8,840	15th May	Shanghai, Moji & Kobe
"MOREA"	10,911	30th May	do.
"ARAFURA"	6,000	7th June	Moji & Kobe
"KARMALA"	9,088	12th June	Shanghai, Moji & Kobe
"MALWA"	10,941	27th June	do.

All dates are approximate and subject to alteration without notice.

## WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must deliver their own Hotel expenses at Singapore while awaiting the on carrying steamer.

First Saloon Passengers may travel by B.I.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. &amp; O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.

Parcels Measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Fares, Freight Handbooks, etc., apply to—

MACKINNON, MACKENZIE &amp; CO.,

22, Des Voeux Road Central, HONGKONG.

Agents.

## COMPANIA TRASATLANTICA DE BARCELONA

Spanish Royal Mail Line

For MANILA, SINGAPORE, COLOMBO, SUEZ, PORTSAID, BARCELONA and other SPANISH PORTS.

S.S. "ISLA DE PANAY"	...	...	8th Feb.
S.S. "LEGAZPI"	...	...	30th Mar.
S.S. "C. LOPEZ Y LOPEZ"	...	...	17th May.

For SHANGHAI and JAPAN PORTS.

S.S. "LEGAZPI"	...	...	12th Mar.
S.S. "C. LOPEZ Y LOPEZ"	...	...	23th Apr.

The steamers of this Company are all classed 100 A1 at Lloyd's and are fitted with every modern convenience for the comfort and safety of the passengers.

Stewards and Doctor carried.

O. D. BARRETTO.

28, Central Avenue, B.O., CANTON.

For Freight and/or passage apply to—

ROTELHO BROS.

Alexandra Building, Hongkong.

## PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON

and

NEW YORK

S.S. "SOUTHWESTERN MILLER"	...	...	2nd March 1924
S.S. "MOORISH PRINCE"	...	...	expected 31st March sailing 1st Apr

For freight and full particulars apply to—

FURNESS (FAR EAST) LIMITED

Telephone: Central 2164

Telegrams: (Faraprice)

(Incorporated in Great Britain)

St. George's Hall, London

## CHINA NAVIGATION CO., LIMITED.

## SAILINGS SUBJECT TO ALTERATIONS.

Ports	Steamers	Date of Departure
AMOY, SWATOW & SINGAPORE	"KIUNGCHOW"	On 9th Feb. 4 p.m.
SWATOW & SHANGHAI	"OHUSAN"	On 10th Feb. 10 a.m.
SHANGHAI & TIENTSIN	"LIANGCHOW"	On 10th Feb. 5 p.m.
SWATOW & SHANGHAI	"YANGCHOW"	On 11th Feb. 4 p.m.
AMOY & SHANGHAI	"YINGCHOW"	On 12th Feb. D.L.
HONGKONG	"BANYANG"	On 12th Feb. 10 a.m.
SWATOW & HANGKOK	"KWANGCHOW"	On 12th Feb. 10 a.m.
TIENTSIN	"HUICHOW"	On 13th Feb. D.L.
HAIPHONG & SINGAPORE	"LINAN"	On 13th Feb. 10 a.m.
MANILA	"TEAN"	On 13th Feb. 2 p.m.
SWATOW & SHANGHAI	"HUPH"	On 14th Feb. 4 p.m.
SHANGHAI	"SZECHUEN"	On 14th Feb. D.L.
SHANGHAI	"TUCHOW"	On 16th Feb. D.L.
SHANGHAI & TIENTSIN	"SHANTUNG"	On 17th Feb. D.L.
SWATOW & HANGKOK	"CHINHUA"	On 18th Feb. 10 a.m.

SHANGHAI LINE.—Excellent Saloon accommodation amidships, with Electric Fans fitted. Regular service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Mondays (via Swatow and extending to Peking), Tuesdays (via Amoy) Thursdays (via Swatow) and Saturdays (direct extending to Tientsin). Cargo taken on through Bill of Lading to all East and North China ports. Passengers for Shanghai do not require to tranship at Woosung.

BANGKOK LINE.—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single-berth cabins.

For Freight or Passage apply to—

BUTTERFIELD &amp; SWIRE.

Telephone Central 88.

Agents.

CARGO &amp; PASSAGE CAN BE ISSUED AT THE OFFICE OF BUTTERFIELD &amp; SWIRE.

## AUSTRALIAN ORIENTAL LINE

(HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.)

## SAILINGS SUBJECT TO ALTERATIONS

Steamer	Arr. Hongkong from Australia	Leave H'kong for Manila, Sandakan, Thurs. Li. & Aus. Ports
"TAIYUAN"	14th February	19th February

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation. Electric Light throughout and Electric Fans in the State Rooms. A daily qualified Doctor is carried. Reduced Fares, Cargo booked through to all Australian, New Zealand & Tasmanian Ports.

For freight and passage apply to—

BUTTERFIELD &amp; SWIRE,

Telephone Central No. 88.

Agents.

## DODWELL &amp; CO., LIMITED

## NEW YORK BERTH

For NEW YORK &amp; BOSTON via SUEZ

S.S. "WRAY CASTLE" ..... sailing on or about 8th Feb.

## LLOYD TRIESTINO.

TAKING CARGO FOR GENOA, NAPLES, VENICE, TRIESTE AND ALL ITALIAN PORTS, ALSO CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA &amp; DANUBE PORTS.

Fiume having been re-opened for Traffic, cargo is also accepted for this port on through Bills of Lading.

VESSELS HAVE ACCOMMODATION FOR SALOON PASSENGERS. REDUCED FARE FROM HONGKONG TO ITALIAN PORTS 60%.

## FOR SHANGHAI YOKOHAMA &amp; KOBE

## FOR BRINDISI, VENICE &amp; TRIESTE

via SINGAPORE, PENANG &amp; COLOMBO.

S.S. "PERSIA"	...	...	sailing on or about 12th Feb.
S.S. "ROSANDRA"	...	...	sailing on or about 9th March.

This steamer has been specially chartered to facilitate the forwarding of cargo intended for the reconstruction of the devastated areas in Japan.

## NATAL LINE OF STEAMERS.

From CALCUTTA and COLOMBO to SOUTH AFRICAN PORTS.

S.S. "UMVOLOSI"	...	...	sailing from Calcutta on or about 7th Feb.
-----------------	-----	-----	--

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL &amp; CO., LIMITED.

Telephone Central 1430.

Agents.

## O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON, HAMBURG, ROTTERDAM &amp; ANTWERP—via Singapore

Colombo, Suez and Port Said.

"CELEBES MARU" ..... Friday, 8th Feb.

RIO DE JANEIRO, SANTOS &amp; BUENOS AIRES—via Saigon

Singapore, Colombo, Durban and Capetown.

"SEATTLE MARU" ..... Friday, 8th Feb.

BOMBAY via Singapore and Colombo.

"ALICE MARU" (Calls at Penang) ..... Friday, 8th Feb.

"ANDES MARU" ..... Wednesday, 20th Feb.

SAIGON, BANGKOK &amp; SINGAPORE

"BUSHO MARU" ..... Monday, 3rd Mar.

CALCUTTA via Singapore &amp; Rangoon

"INDO MARU" ..... Wednesday, 13th Feb.

VICTORIA, SEATTLE, TACOMA &amp; VANCOUVER via Shanghai and Japan Ports.

"ARIZONA MARU" ..... Monday, 18th Feb.

NEW YORK via Japan Ports, San Francisco and Panama.

"ALASKA MARU" ..... End of Feb.

JAPAN PORTS—Mo. Kobe, Osaka, Yokohama &amp; Nagoya.

"LONDON MARU" ..... Sunday, 24th Feb.

KEELUNG via SWATOW &amp; AMOY.

"KAIJO MARU" ..... Sunday, 10th Feb. 11 a.m.

"AMAKURA MARU" ..... Sunday, 17th Feb. 11 a.m.

TAKAO via SWATOW &amp; AMOY.

"BOHJU MARU" ..... Thursday, 14th Feb. 8 a.m.

TAKAO &amp; KEELUNG

"BATAYU



## POST OFFICE NOTICE.

## INWARD MAILS.

FROM	PER	DATE
SHANGHAI ...	Lianchow ...	8th Feb.
Swatow via Suez (Letters and papers, London 10th Jan., & (Parcels 3rd Jan.) ...	Naldera ...	8th Feb.
SHANGHAI ...	Yungchow ...	10th Feb.
SHANGHAI ...	Szechuen ...	11th Feb.
U.S.A., CANADA, JAPAN AND SHANGHAI ...	Pres. Jefferson ...	11th Feb.
STRAITS ...	Kiuno Maru ...	12th Feb.

## OUTWARD MAILS.

FOR	PER	DATE
Hoihow, Pakhoi and Haiphong ...	Taipei Maru ...	Friday, 8th, 8.30 A.M.
Saigon ...	Mukong Maru ...	8.30 A.M.
Straits, Ceylon, India, Mauritius, E. & S. Africa ...	Alps Maru ...	10.30 A.M.
*Swatow, Amoy and Foochow ...	Huifong ...	Noon
Swatow ...	Hydrant ...	3.30 P.M.
Shanghai and Japan ...	Naldera ...	3.30 P.M.
Shanghai ...	Ludwigshafen ...	4.00 P.M.
Swatow and Yachow ...	Taiwan ...	4.30 P.M.
Manila ...	Oldaker ...	4.30 P.M.
*Straits, Ceylon, Mauritius, L. Mar. quet, E. & S. Africa, India, Egypt and Parcel Mail only for Germany via Hamburg ...	Swatow ...	5.00 P.M.
Hoihow & Haiphong ...	Mingong ...	Saturday, 9th, 8.30 A.M.
Bangkok ...	Honka ...	8.30 A.M.
Manila ...	Yuenong ...	10.00 A.M.
*Straits & Calcutta ...	Mauang ...	1.00 P.M.
Amoy ...	Kiungchow ...	2.30 P.M.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt and EUROPE via MARSEILLES—due Marseilles, 9th Mar. ...	Kashgar ...	3.00 P.M.
Shanghai, Japan, Canada, U.S.A., Central & South America & EUROPE via Victoria, B.C.—due Victoria, B.C., 29th Feb. ...	Pres. Jackson ...	4.15 P.M.
Ship sails at 10 a.m. 10th Feb. ...	Van Overstraten ...	3.30 P.M.
Swatow, Amoy and Formosa ...	Kaijo Maru ...	Sunday, 10th, 9.00 A.M.
Straits and parcel mail only for Germany via Hamburg ...	Rheinland ...	9.00 A.M.
Shanghai ...	Lianchow ...	8.00 A.M.
Amoy ...	Yingchow ...	Monday, 11th, 5.00 P.M.
*Swatow and Bangkok ...	Kwong Tung ...	Tuesday, 12th, 8.30 A.M.
Swatow, Amoy & Foochow ...	Batavia ...	Noon
Haiphong ...	Lian ...	Wednesday, 13th, 8.30 A.M.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt & EUROPE via Marseilles—due Marseilles, 15th March ...	Fushimi Maru ...	Registration 8.45 A.M.
Shanghai and Japan ...	Kiuno Maru ...	9.30 A.M.
Manila ...	Pres. Jefferson ...	10.30 A.M.
*Swatow, Amoy and Formosa ...	Sochi Maru ...	3.30 P.M.
Japan ...	Tango Maru ...	Thursday, 14th, 8.30 A.M.
Java via Batavia ...	Tiandari ...	10.30 A.M.
Swatow, Amoy and Foochow ...	Haiphong ...	Friday, 15th, Noon
Manila, Australia and New Zealand via Thursday Island—due Thursday Island, 29th Feb. ...	Aki Maru ...	Saturday, 16th, 4.15 P.M.
	Registration Letters ...	5.00 P.M.

\*Correspondence bearing vessel's name only.

## THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES

## LONDON SERVICE

(DIRECT.)  
 "AGAPENOR" 11th FEB. Amsterdam, London & Antwerp.  
 "PHEMIUS" 18th FEB. London, Rotterdam & Hamburg.  
 "DEMODOCUS" 25th FEB. London, Rotterdam & Antwerp.  
 "RHEXENOR" 10th MAR. London, Rotterdam & Hamburg.

## LIVERPOOL SERVICE

(DIRECT OR VIA CONTINENTAL PORTS).  
 "CYCLOPS" 11th FEB. Marseilles, Havre, Liverpool & Glasgow.  
 "TALTYBIC" 20th FEB. G. na, Marseilles, Liverpool & Glasgow.  
 "ANTIOCHUS" 1st MAR. Marseilles, Havre, Liverpool & Glasgow.

## PACIFIC SERVICE

(VIA KOBE AND YOKOHAMA).  
 "PROTESILAUS" 16th FEB. Victoria, Seattle & Vancouver.  
 "ACHILLES" 15th MAR.

## NEW YORK SERVICE

(VIA SUEZ OR PANAMA).  
 "EUBYBATES" 16th FEB. via Suez and Boston.  
 "IXION" 21st FEB. via Suez and Boston.  
 "KNIGHT TEMPLAR" 21st MAR. via Suez and Boston.

## PASSENGER SERVICE

"TERESIAS" 16th FEB. for Shanghai.  
 "TERESIAS" 17th MAR. for Singapore & London.  
 "HARPEDON" 21st APRIL for Singapore, Marseilles & London.  
 "PATROCLUS" 19th MAY for Singapore, Marseilles & London

FOR FREIGHT, PASSAGE RATES AND ALL INFORMATION APPLY TO  
**BUTTERFIELD & SWIRE**  
 AGENTS.

YOU'LL NEVER FORGET

MRS. WALLACE REID

IN

"HUMAN WRECKAGE."

## COMMERCIAL.

## OPENING QUOTATIONS.

7th February, 1924.

ON LONDON.—	
Telegraphic Transfer ...	2/3 1/2
Bank Bills, on demand ...	2/3 1/2
Bank Bills, at 30 days' sight ...	2/3 1/2
Bank Bills, at 4 months' sight ...	2/4 1/2
Credits, at 4 months' sight ...	2/4 1/2
Documentary Bills, 4 months' sight ...	2/4 1/2
ON PARIS.—	
Bank Bills, on demand ...	1,075
Credits, 4 months' sight ...	1,135
ON NEW YORK.—	
Bank Bills, on demand ...	40 1/2
Credits, at 30 days' sight ...	42
ON BOMBAY.—	
Telegraphic Transfer ...	164 1/2
Bank Bills, on demand ...	164 1/2
ON CALCUTTA.—	
Telegraphic Transfer ...	164 1/2
Bank Bills, on demand ...	164 1/2
ON SHANGHAI.—	
Bank Bills, at sight ...	nom.
Private, 30 days' sight ...	110 1/2
ON YOKOHAMA.—On demand ...	99
ON MANILA.—On demand ...	99 1/2
ON SINGAPORE.—On demand ...	127
ON BATAVIA.—On demand ...	nom.
ON HAIPHONG.—On demand ...	79 1/2
ON SAIGON.—On demand ...	8 3/8
GOVERNMENT, Bank's Buying rate ...	33 1/2
GOLD LEAF, 100 fine, per tael ...	33 1/2
BAR SILVER, per oz. ...	33 1/2

## HONGKONG AND SHANGHAI BANKING CORPORATION.

Head Office: Hongkong  
 Authorized Capital ... \$50,000,000  
 Issued and Fully Paid-up ... \$30,000,000  
 Reserve Funds ... \$4,500,000  
 Sterling ... \$24,500,000  
 Silver ... \$24,500,000  
 Reserve Liability of Proprietors \$20,000,000

Court of Directors:  
 Hon. Mr. A. O. LARSEN—Chairman.  
 D. G. M. BARNARD, Esq.—Deputy Chairman.  
 A. H. COMPTON, Esq., J. A. HUMMER, Esq.,  
 G. T. M. EDWARDS, Esq., N. L. WATSON, Esq.,  
 Hon. Mr. P. E. HOLYOAK, H. P. WHITE, Esq.,  
 W. L. PATTERSON, Esq.

Chief Manager:  
 Hon. Mr. A. G. STEPHEN.  
 Acting Manager: Hongkong—J. McARTHUR, Esq.  
 Manager: Shanghai—G. H. SMITH, Esq.

## LONDON BANKERS: WESTMINSTER BANK, LTD.

CURRENT ACCOUNTS opened in LOCAL CURRENCY and FIXED DEPOSITS received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.  
 Hongkong, 14th November, 1923. [37]

## HONGKONG SAVINGS BANK.

THE business of this Bank is conducted by THE HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.  
 INTEREST on deposits is allowed on the Minimum Monthly Balances at 3 1/2 per cent per annum.  
 For the HONGKONG & SHANGHAI BANKING CORPORATION,  
 A. G. STEPHEN,  
 Chief Manager.  
 Hongkong, 14th November, 1923. [38]

## CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853  
 HEAD OFFICE—LONDON.

Paid-up Capital ... £2,000,000  
 Reserve Fund ... £2,000,000  
 Reserve Liability of Proprietors ... £2,000,000

FOREIGN EXCHANGE and General Banking business transacted.  
 CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.  
 A. H. FERGUSON,  
 Manager.  
 Hongkong, May 8th, 1922. [31]

## THE BANK OF TAIWAN, LIMITED.

(TAIWAN GINKO.)

Incorporated by Special Imperial Charter, 1893.

Capital Subscribed ... Yen 60,000,000  
 Capital (Paid-up) ... Yen 52,500,000  
 Reserve Funds ... Yen 12,500,000

HEAD OFFICE—TAIPEI, FORMOSA.

BRANCHES:

JAPAN—Tokyo, Yokohama, Kobe,

Osaka, Moji.

FORMOSA—Gilan, Kagi, Karenko,

Keelung, Makung, Nanto, Pinnan,

Shinchiao, Taichu, Tainan, Takow, Tamsui, Tohyen, etc.

CHINA—Shanghai, Hankow, Kiukiang,

Amoy, Foochow, Swatow, Canton,

OTHERS—Hongkong, Bangkok, Singapore, Soerabaya, Samarang,

Batavia, Bombay, London, New York.

LONDON BANKERS:

LONDON COUNTRIES—WESTMINSTER AND

PARI'S BANK.

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tsingtao, Japan, Indo-China, Siam, India, Philippine Islands, Java, and other Dutch Indies, Australia, America, etc.

Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.  
 S. KONDOH,  
 Manager.  
 Hongkong Branch,  
 4, Des Vaux Road,  
 Hongkong, 15th September, 1923.

## HYGIENIC MACHINE-MADE Cigarettes

OBVIOUSLY MACHINE-MADE CIGARETTES are more HYGIENIC and more CONSISTENTLY WELL MADE than those made by any other process.

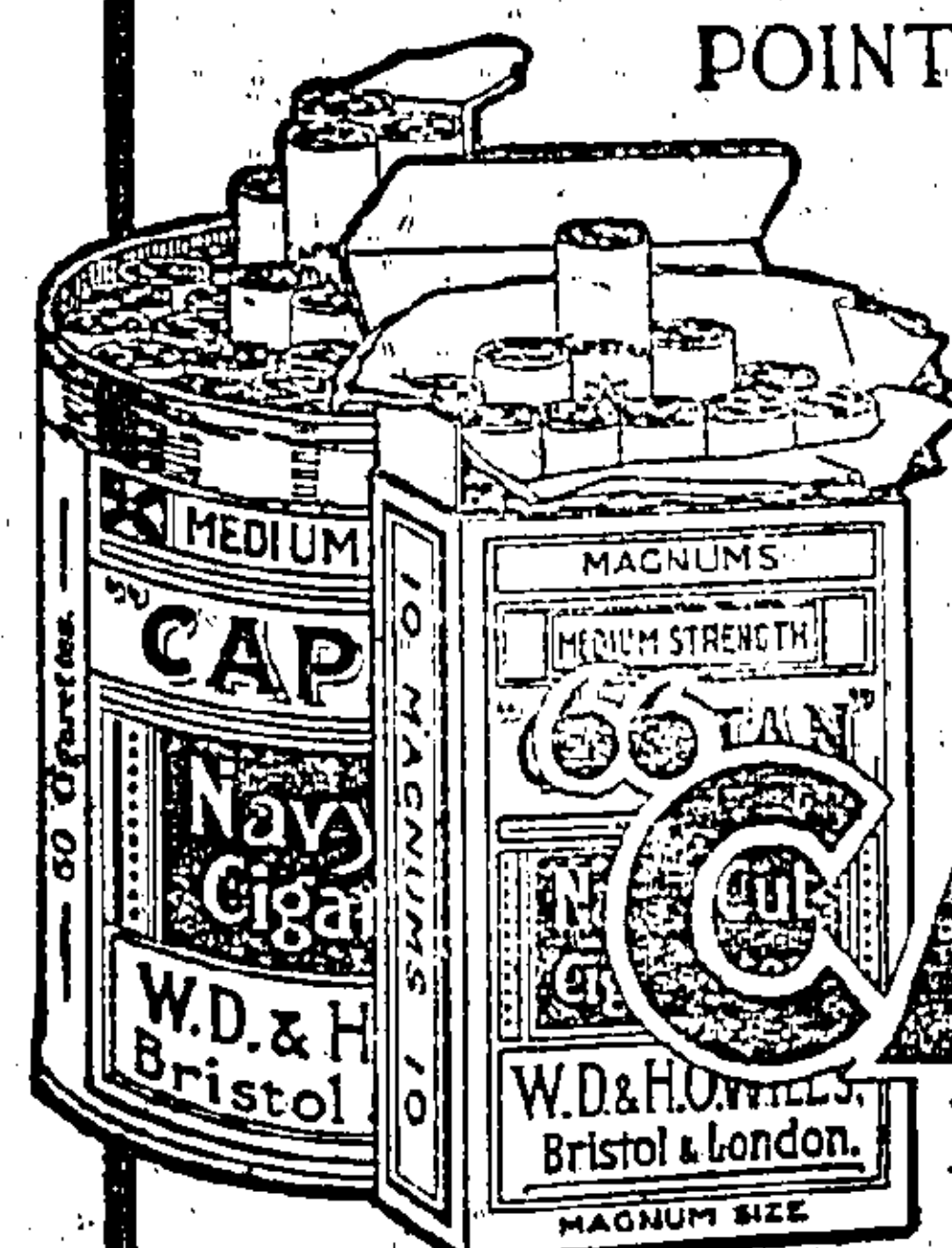
In the manufacturing of "CAPSTAN" Cigarettes for instance

## POINT No 1

Pure dust-free tobacco leaf is fed to Modern Machines in Model Factories and no soiled human hand comes into contact with the cigarette during the process of manufacture.

## POINT No 2

Machine-Made Cigarettes are uniformly well made. Each paper receives its proper quota of tobacco leaf and is rolled to the correct degree of "tightness". This Uniformity is impossible to attain under any other process.



**CAPSTAN**  
 THE COOL HYGIENIC SMOKE

ASK THE MAN WHO KNOWS!

This advertisement is issued by the British-American Tobacco Co. (China), Ltd.

## THE MERCHANTILE BANK OF INDIA, LIMITED.

HEAD OFFICE: 15, Gracechurch Street, London, E.C. 3.

Authorized Capital ... £2,000,000

Subscribed Capital ... £1,850,000

Paid-up Capital ... £1,050,000

Reserve Fund ... £1,200,000

BANKERS:

THE BANK OF ENGLAND

and

MIDLAND BANK, LTD.

BRANCHES:

Bangkok, Calcutta, Canton, Hongkong, Madras, Shanghai, Singapore, Suez, Yokohama.

HONGKONG BRANCH:

Every description of Banking and Exchange business transacted.

INTEREST allowed on Current Accounts at 2 per cent per annum on Daily Balance and on Fixed Deposits at rates that may be ascertained on application.

S. C. WILSON,  
 Manager.7, Queen's Road Central,  
 Hongkong, January 26th, 1924. [39]

## BANQUE DE L'INDO-CHINE, PARIS.

Head Office: 66, Boulevard Haussmann, Paris.

Subscribed Capital ... Frs. 75,000,000.00

Paid-up Capital ... Frs. 63,400,000.00

Reserve Fund ... Frs. 57,867,332.54

BRANCHES:

Bangkok, Canton, Hongkong, Shanghai, Singapore, Suez, Yokohama.

BANKERS:

IN BRANCH: Comptoir National d'Escompte de Paris, Credit Lyonnais, Banque de Paris et des Pays-Bas, Credit Industriel et Commercial, Societe Generale.

IN LONDON: The National Provincial and Union Bank of England, Ltd., Comptoir National d'Escompte de Paris, Credit Lyonnais.

IN NEW YORK: J. P. Morgan and Co., French-American Banking Corporation, Guaranty Trust Co. of New York.

Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.

Every description of Banking and Exchange business transacted.

C. E. GOY,  
 Manager.

Hongkong, December 18th, 1923. [34]

## THE BANK OF EAST ASIA, LIMITED.

HEAD OFFICE: No. 10, Des Vaux Road C., HONGKONG.

Established 1919.

Authorized Capital ... \$10,000,000.00

Paid-up Capital ... \$5,000,000.00

Reserve Fund ... \$600,000.00

DIRECTORS:

Mr. Pong Wai Ping, Chairman, Hon. Mr. Chow Shou, Mr. Kan Ying Po, Mr. I. Koon Chun, Mr. Mok Ching Kong, Mr. Fung Ping Shan, Mr. Chan Ching Shek, Mr. P. K. Kwok, Mr. Ng Chang Lok, Mr. Huynh.

Chief Manager: Mr. Kan Tong Po, Asst. Manager: Mr. Li Tse Kong.

BRANCHES:

LONDON, PARIS, SHANGHAI, KOBE, NAGASAKI, SINGAPORE, TIENTSIN, MANILA, SAMARANG, CALCUTTA.

AGENCIES:

NEW YORK, SAN FRANCISCO, YOKOHAMA, SAIGON, PENANG, HANKOW, BATAVIA, SOERABAYA, BOMBAY, CANTON.

Every description of Banking and Exchange business transacted. Loans granted on approved securities. Interest allowed on Current Deposit Accounts at the rate of 2 per cent per annum, on Savings Accounts Four per cent per annum and on Fixed Deposits at the following rates:

For 6 months at the rate of 3 per cent per annum

For 12 months at the rate of 4 per cent per annum

For 18 months at the rate of 5 per cent per annum

For 24 months at the rate of 6 per cent per annum

For 36 months at the rate of 7 per cent per annum

For 48 months at the rate of 8 per cent per annum

For 60 months at the rate of 9 per cent per annum

For 72 months at the rate of 10 per cent per annum

For 84 months at the rate of 11 per cent per annum

For 96 months at the rate of 12 per cent per annum

For 108 months at the rate of 13 per cent per annum

For 120 months at the rate of 14 per cent per annum

For 132 months at the rate of 15 per cent per annum

For 144 months at the rate of 16 per cent per annum

For 156 months at the rate of 17 per cent per annum

For 168 months at the rate of 18 per cent per annum

For 180 months at the rate of 19 per cent per annum

For 192 months at the rate of 20 per cent per annum

For 204 months at the rate of 21 per cent per annum

For 216 months at the rate of 22 per cent per annum

For 228 months at the rate of 23 per cent per annum

For 240 months at the rate of 24 per cent per annum

For 252 months at the rate of 25 per cent per annum

For 264 months at the rate of 26 per cent per annum

For 276 months at the rate of 27 per cent per annum

For 288 months at the rate of 28 per cent per annum

For 300 months at the rate of 29 per cent per annum

For 312 months at the rate of 30 per cent per annum

For 324 months at the rate of 31 per cent per annum

For 336 months at the rate of 32 per cent per annum

For 348 months at the rate of 33 per cent per annum

For 360 months at the rate of 34 per cent per annum

For 372 months at the rate of 35 per cent per annum

For 384 months at the rate of 36 per cent per annum

For 396 months at the rate of 37 per cent per annum

For 408 months at the rate of 38 per cent per annum

For 420 months at the rate of 39 per cent per annum

For 432 months at the rate of 40 per cent per annum

For 444 months at the rate of 41 per cent per annum

For 456 months at the rate of 42 per cent per annum

For 468 months at the rate of 43 per cent per annum

For 480 months at the rate of 44 per cent per annum

For 492 months at the rate of 45 per cent per annum

For 504 months at the rate of 46 per cent per annum

For 516 months at the rate of 47 per cent per annum

For 528 months at the rate of 48 per cent per annum

For 540 months at the rate of 49 per cent per annum

For 552 months at the rate of 50 per cent per annum

For 564 months at the rate of 51 per cent per annum

For 576 months at the rate of 52 per cent per annum

For 588 months at the rate of 53 per cent per annum

For 600 months at the rate of 54 per cent per annum

For 612 months at the rate of 55 per cent per annum

For 624 months at the rate of 56 per cent per annum

For 636 months at the rate of 57 per cent per annum

For 648 months at the rate of 58 per cent per annum

For 660 months at the rate of 59 per cent per annum

For 672 months at the rate of 60 per cent per annum

For 684 months at the rate of 61 per cent per annum

For 696 months at the rate of 62 per cent per annum

For 708 months at the rate of 63 per cent per annum

For 720 months at the rate of 64 per cent per annum

For 732 months at the rate of 65 per cent per annum

For 744 months at the rate of 66 per cent per annum

For 756 months at the rate of 67 per cent per annum

For 768 months at the rate of 68 per cent per annum

For 780 months at the rate of 69 per cent per annum

For 792 months at the rate of 70 per cent per annum

For 804 months at the rate of 71 per cent per annum

For 816 months at the rate of 72 per cent per annum

For 828 months at the rate of 73 per cent per annum